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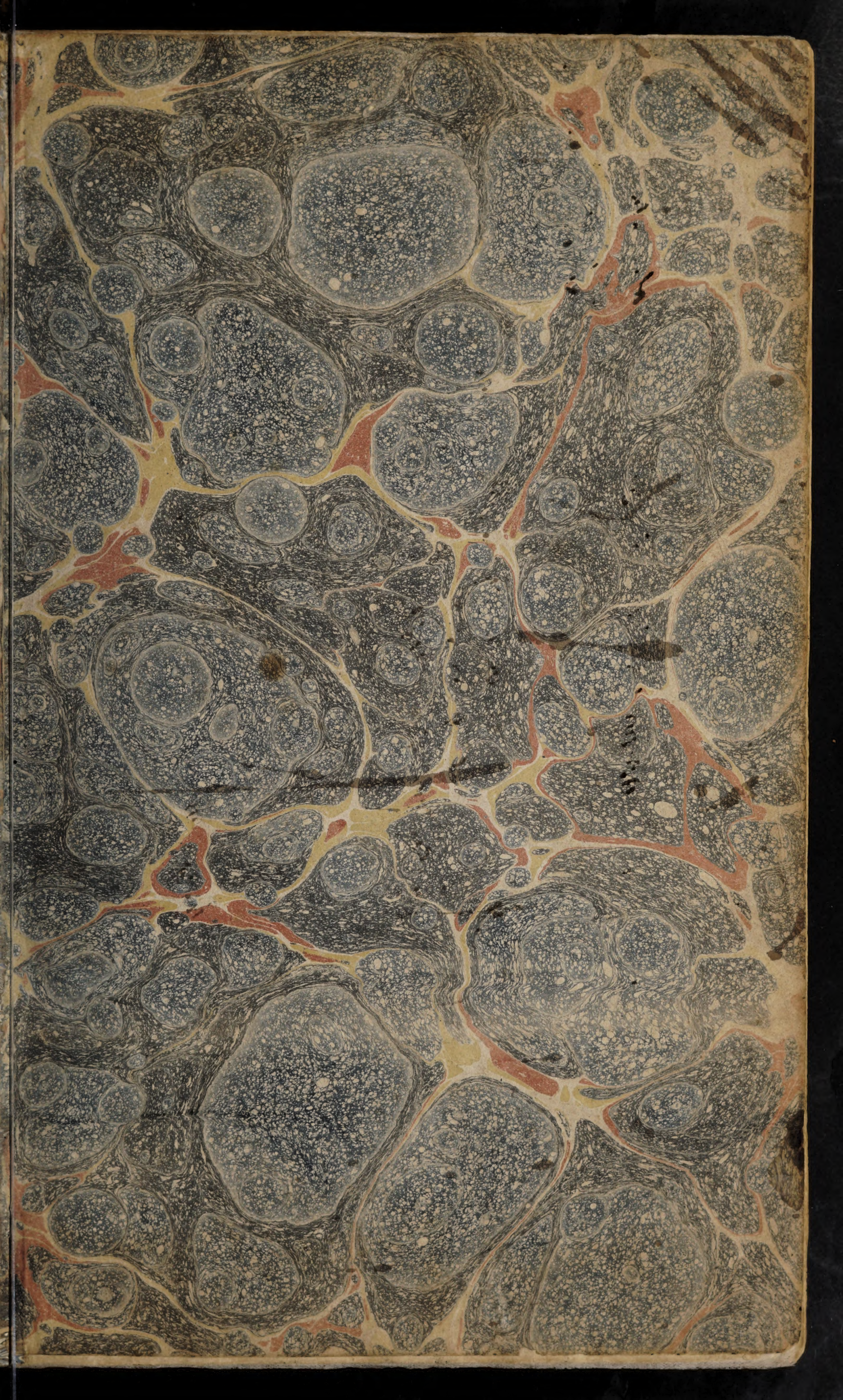


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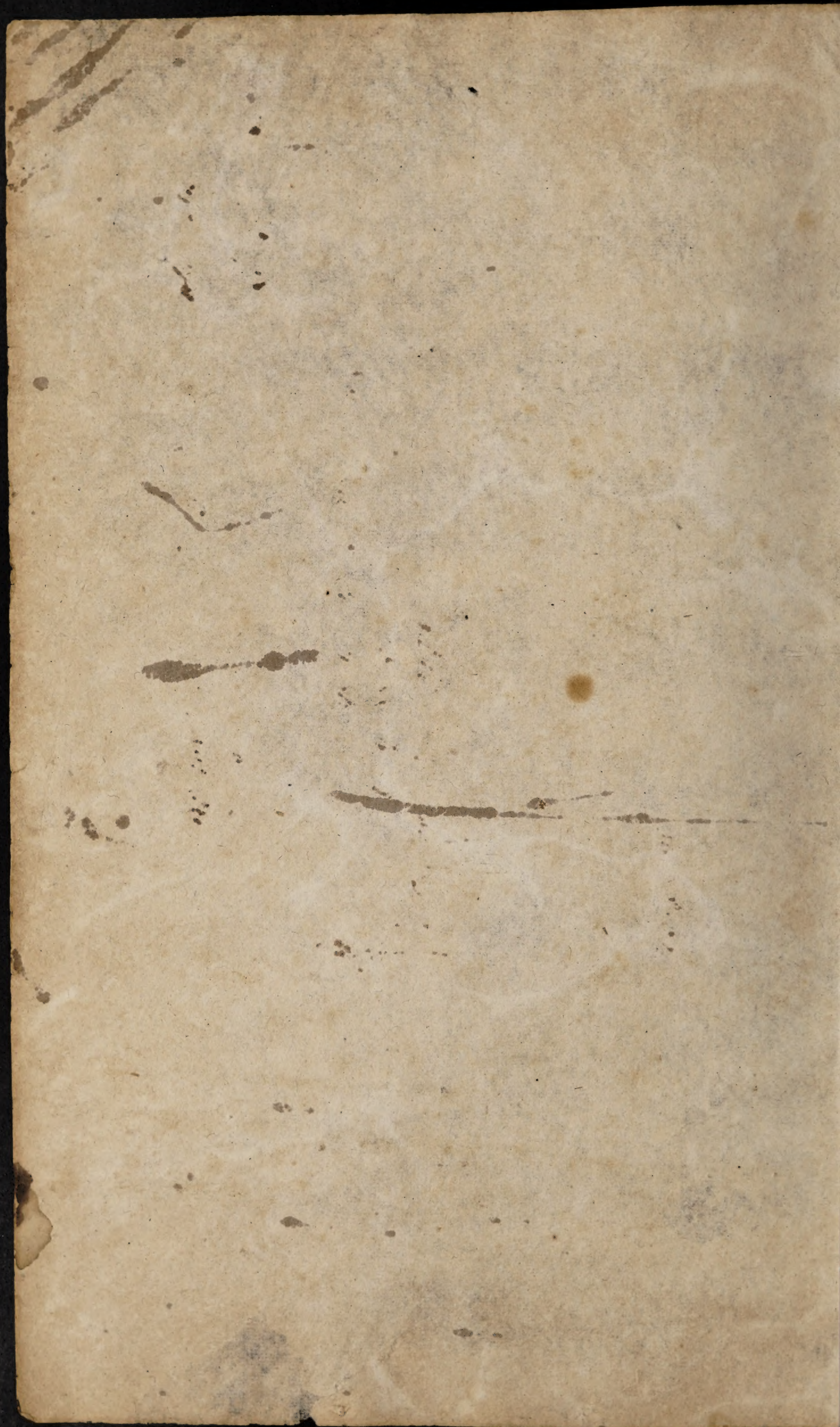
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WH  
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1830

# Chronological Memoranda

- 1815  
Aug<sup>t</sup> 17 Sailed as foremast Sacks in Brig Henry Steph<sup>n</sup> Smith Jr. Master for St Salvador, Brazil and arrived there Nov 9<sup>th</sup>. Sailed January 12 and arrived in Newport March 17. 1816. Sailed in Brig Mary Ann Joseph Harris Master April 2<sup>d</sup> for St Croix and returned July 6 to Providence. Sailed in the same vessel Simon Walker Master Oct 25 for St Croix and returned Dec 29<sup>th</sup> to Providence. Sailed in the same vessel, same Captain on the 5<sup>th</sup> Jan<sup>y</sup> 1817 for St Croix from thence to Philadelphia in March, from Phil<sup>a</sup> in May to St Croix, and returned to Providence on the 2<sup>d</sup> August. Sailed again, in and with the same, Nov 19<sup>th</sup> and returned, after having touched at St Eustatia & sold at St Croix, in February 1818. Sailed March 20 same Brig, same Captain to St Croix West End. ~~Chartered a Schooner out to St Peter with part of perishable cargo & sold it there in May. returned on board Brig~~ went to St Croix <sup>Bassin</sup> and loaded, and returned to Prov. July 7<sup>th</sup>. Sailed in the same 24<sup>th</sup> November, same Cap<sup>t</sup> to ~~St Peter~~ <sup>what is erased should come in here</sup> St Eustatia and St Croix, and returned in February 1819. Sailed 8<sup>th</sup> April, same vessel, same Captain to St <sup>St Thomas</sup> Eustatia, and St Croix, and returned July 6<sup>th</sup>. Sailed the 19<sup>th</sup> of same month (myself master) for Turks Island in the same vessel, and completed the voyage in 35 days, bringing 5500 bushels. Sailed same vessel Simon Walker Master (myself Supercargo) 24<sup>th</sup> November for St Croix, and returned March 1<sup>st</sup> 1820. Sailed 8<sup>th</sup> April same vessel, same Cap<sup>t</sup> to West End, St Croix, and to Bassin, and returned on the 7<sup>th</sup> July. Sailed the 25<sup>th</sup> of same month (myself master) of same vessel, to St Thomas, and from thence to Turks Island, and returned October. Sailed in the same Brig (myself Master) Dec 9<sup>th</sup> to St Eustatia, St Thomas and St Croix, and returned May 16<sup>th</sup> 1821. Alphaus Reed 1<sup>st</sup> Mate died at St Croix Mar 1<sup>st</sup> 1821



# Chronological Memoranda continued.

- 1821 Went to New York October 27<sup>th</sup> in Sloop Hunters Whipple Brown Master, remained there until December 3<sup>d</sup>, and sailed as passenger on board Brig Jane, Felix Fowler, Master, for St Barts, and arrived 23<sup>d</sup>, 9 A.M. Same day at 1 P.M. took passage on board Sch. Eliza Pyott, Robert Waterman Master, and arrived in St. Thomas next day. Remained in St. Thomas 8 days and
- 1822 from thence to St Croix where I remained until the 9<sup>th</sup> August 1822, when I sailed for Middletown Connecticut, in Brig Betsey Dole, Capt Robinson, and arrived off Saybrook bar September 2<sup>d</sup>. Went on shore the 3<sup>d</sup> at Saybrook. Hired a Sail boat & left the Brig at 8 A.M. of the 4<sup>th</sup> and arrived at Newport at midnight, and Providence on the 6<sup>th</sup>. Sailed November 20<sup>th</sup> for Havana, in Brig Mary Ann
- 1823 William Tew Master, and returned February 15<sup>th</sup> 1823 Sailed April 8<sup>th</sup> in Brig James, John Haradon Jr. Master to Baltimore, and returned May 6<sup>th</sup>. Sailed 13<sup>th</sup> May same vessel, same Master to Hamburg, and returned September 16<sup>th</sup>. Sailed November 16<sup>th</sup> to Havana in Brig Mary Ann William Tew, Master and returned
- 1824 January 17<sup>th</sup> 1824. Sailed Brig James John Haradon Jr. Master to St. Eustatia St. Barts and St. Croix June 6<sup>th</sup> and returned August 23<sup>d</sup>. Sailed October 12<sup>th</sup> in the same vessel, same Captain to the coast of Africa anchoring for trade at Gorce Island, Gallinas River
- 1825 Sullimar, Manna Rock, Sugar River, Cape Mount Liberia / Cape Monserrado / Cape Palmas, Elmina Castle, thence to Princeps Island and arriving at Providence June 29<sup>th</sup> 1825. Sailed November 16<sup>th</sup> in Brig Mary Ann (myself Master) to Havana and arrived in 15 days. Sailed from Havana Jan'y 9<sup>th</sup>
- 1826 1826 and arrived at Newport Jan'y 26<sup>th</sup> and Providence January 30<sup>th</sup>.



# Chronological Memoranda continued

- 1826 Sailed from Providence July 3<sup>d</sup> and Dutch Island 5<sup>th</sup> in Brig Enterprise John Haradon Jun. Master to Matanzas arriving July 23. Sailed from Matanzas in Schooner Hyder Ali, Capt Daniel Ladd. August 14 and arrived at Philadelphia September 1<sup>st</sup>. Remained in Philadelphia, (visiting Philadelphia, Bucks and Montgomery Counties and over on the Jersey side) until
- 1827 May 31. 1827 when I took passage in Schooner Herald Anna Hall, Master, and arrived in Providence June 7<sup>th</sup>. Sailed December 24<sup>th</sup> in Brig Mary Ann William Martin, Master, to Mobile and arrived back in Feb<sup>y</sup>.
- 1828 1828. Remained in Providence until October 2<sup>d</sup> when I took passage in Sloop Herald Whipple Brown Master to Fall River, Newport, off New London and to New York where, after remaining a week, from thence by Steam and land carriage to Philadelphia. Remained there, until November 26<sup>th</sup> and took passage in Sch<sup>t</sup> Herald David Hall Master and returned Dec 3<sup>d</sup> to Prov.
- 1829 Remained at home until March 31<sup>st</sup> 1829 when I sailed in Brig George Washington John Haradon Jun. Master to the City of Saint Domingo (Hayti) and returned June 30<sup>th</sup> 1829. Sailed October 27<sup>th</sup> in Brig Mary Ann William Norris Master to Havana. Resided in Havana from 13<sup>th</sup> to 24<sup>th</sup> December and at Mrs Perry's at the Regla from that time (with the exception of 9 days in the City) until February 22<sup>d</sup> 1830, at which time I commence the Journal on the next page.



4  
Journal on board Sp. Brig

1830 February 22<sup>d</sup> Awoke to a beautiful day, and on casting my eyes o'er the harbor, was put in remembrance by the display of my country's flag, the bright "Star Spangled Banner", from the numerous shipping of the Sons of Freedom, that this is the natal day of our immortal Washington, and although his mortal remains have long since been consigned to the house "appointed for all living" the remembrance of his virtues and devotion to his Country's Good is engraven on the hearts of every True Son of Columbia and their imaginations will recur with fond delight to the day that ushered so great and good a man into existence. At 8 A.M. my Cousin Eben Wade and Capt Barton of Warren R.I. came to my boarding house at the Regla (Havana) ~~for~~ to accompany me on board the Brig which I am to take passage in, with my friend Don Andres Fernandez for Africa. The Brig having gone outside the Muro, took my baggage on board Capt Barton's Brig Zephyr, where I remained until 5 P.M., at which time W. Wade returned, and I went with him to the Quay, where I joined my friend Don Andres, and we shortly embarked in the Harbor Master's Boat, to go on board. At 6 P.M. came on board Sp. Brig, Barbarita, Don Salvador Felix, Commander, mounting 4 Carriage Guns, sixes, and a twelve on a pivot midship. Bid adieu to my friend and cousin, who returned in the boat, and the vessel was filled on her course, by the wind, for the Gulf Passage, with the wind from the Eastward. At 8 P.M. the Muro Light bore S. & E. At the same hour I begin by Nautical computation being  
Tuesday Feb 23 Fair weather and moderate breezes. I find the decks and cabin lumbered up; the things not having as yet, been properly stowed, so have to bundle on the trunk of the Cabin, until we can make more room.  
Latitude Obs 24° 17'



# Barbarita passage to Africa.

1830

Feb<sup>y</sup> 24 Light winds and pleasant weather. Saw the Florida shore, and the Light House on Key West. Wind from E. S. E. This is indeed a new situation to be placed in; among 36, the whole number of souls on board, there is only Don Andres, who can converse with me in English, but I feel quite at home by the politeness and respect of all, toward me.

Lat & Obs 24° 56' N

Thursday 25<sup>th</sup> Fresh breezes and pleasant weather during the day and at night occasional squalls of wind and rain. At 2 A. M. kept away North. At 7 A. M. saw Great Bahama Island bearing E  $\frac{1}{4}$  S 2 leagues distant from which I take my departure.

Variation 4° 30' E Lat Obs 28° 04' Long 79° 03'

Friday 26 First and Middle part strong breezes. Carried away the P. T. G. Tard in the slings. Sent it down on deck.

Latter part more moderate and pleasant. Wind variable.

True Course N 50° E Variation 4° E Lat Obs 29° 27' N Long 77° 11'

Saturday 27 First part wind decreasing and during the night showers of rain with calms, and wind blowing at times in puffs from different quarters. Latter part more pleasant and the wind from the Northward and Eastward.

True Course East Variation 3° E Lat Obs 29° 27' N Long 75° 59'

Sunday 28 First part dark clouds and squalls of rain. Latter part cloudy and Easterly winds. N Latitude 29° 39'

March True Course North Variation 3° E W Longitude 75° 59'

Monday 1<sup>st</sup> Fresh gales and stormy weather. Wind from E. S. E.

True Course N 60° N Variation 3° E Lat N 29° 54' Long W 75° 49'

Tuesday 2 Fresh breezes from the Westward and clear weather.

True Course N 80° E Variation 3° E Lat N 30° 18' Long W 73° 57'

Wednesday 3 Fresh breezes from W N W to N N W and pleasant weather.

True Course S 81° E Variation 3° E Lat N 29° 59' Long W 71° 37'

Thursday 4 Fresh gales from N N W and pleasant weather. The Brig sails from 7 to 9 knots per hour which is the best of her going owing to being out of trim, and having much dead weight aboard having rice stowed in bulk under the cabin floor.

True Course E 61° S Variation 2° E Lat N 29° 15' Long W 68° 19'



1830

# Sp. Brig. Barbarita

March Friday) 5<sup>th</sup> Fresh gales and frequent squalls of wind and rain. The wind inclining to the N & E.

True Course S 78° E Variation 1° 30' E. Lat N 28° 40' Long W 65° 14'

Saturday) 6 Moderate breezes from NE to ESE and pleasant weather.

True Course S 56° E Variation 00° 45' E Lat N 27° 52' Long W 63° 52'

Sunday) 7 A serene sky and fair weather. The winds light and Sol pouring down his rays with uncomfortable heat, which makes old Tim hang heavily. We have at this time got as well regulated, as the room we have will permit. The

Captain has his lodgings in a small coach house or cuddy on the Starboard side the deck abaft, and the first off. in another one opposite, on the larboard side. (Don Andres has a cot slung under the sky-light of the trunk and the 2<sup>d</sup> & 3<sup>d</sup> mate and boatswain make their bunks on the cabin floor and for myself I spread my mattress upon the trunks, and sleep as undisturbed as if on a bed of down. The above named constitute the Cabin mess. The Steerage mess are the 2<sup>d</sup> Boatswain, Armourer & Carpenter.

True Course N 23° E no variation Lat N 29° 13' Long W 63° 13'

Monday) 8 Fresh breezes from SE to South with flying clouds.

True Course N 62° E Variation 00° 45' W Lat N 30° 00' Long W 61° 31'

Tuesday) 9 Fresh breezes from the Southward and flying clouds the first 18 hours and the remaining 6 cloudy with thick mist.

True Course E 2° N Variation 1° 30' W. no Obsen. Lat N 30° 13' Long W 59° 04'

Wednesday) 10 Fresh gales from SW to NW and disagreeable weather.

True Course East. Variation 2° W. no Obsen. Lat 30° 13' N. Long W 56° 18'

Thursday) 11 A clear atmosphere and pleasant weather. Wind E NW to NE.

True Course E 1° S Variation 3° W Lat N 30° 11' Long W 53° 17'

Friday) 12 A smooth sea and fair weather. The wind from NE to SE.

True Course S 85° E Variation 4° W Lat N 30° 05' Long W 51° 49'

Saturday) 13 A clear atmosphere and strong breezes. The first part the wind from NE & ESE & latter part from E & NE. I find that although having a knowledge of Latin & Greek rules, and some few Spanish words & phrases, I am an ignorant as yet in Spanish. True Course N 57° E Variation 4° 45' W Lat N 30° 36' Long W 50° 54'



# passage to Africa!

1830

Monday

14 Fair weather, brisk breezes and flying clouds. Being now well initiated in a new scene, I will give a little description of our fare. In the first place the personage who superintends the cooking, is styled the Major-Domo, who is a tall, stout made, good natured Castilian. His business is to prepare the different dishes, have an eye to every thing pertaining to the Cabin, and is Captain General, Commander in Chief of the Galley. Under him as working Cook, is a thick set, thick lipped, curly headed, lump of stupidity; and in my imagination, the complete counterpart of Shakespeare's Caliban. The next is a lad of about 17 or 18, who waits upon the table, cleans the tumblers, secures knives, forks and spoons, and other wee jobs, and is like most boys of his office, inclined to be roguish. The next is Mesa, a servant of Don Andres who also assists in waiting on the table. Having introduced these persons of consequence, the next thing to know is what proceeds from their operations. Well then, At day break the Major summons the Cook to repair to the Galley, and kindle a fire, which having done, the water is put on to boil, and by sunrise those <sup>officers</sup> on deck have their strong Coffee and Sea bread & butter. The Coffee is kept hot, and handed to the others, as they come on deck between that and eight o'clock. At this hour the crew who are divided in two messes, each send one to the Galley for their allowance, with a large tin and bread basket into the latter is put two junk bottles aquadiente; beside <sup>this</sup> a tin pot of coffee is allowed each man. Their breakfast is either meat & rice, peas, beans or lobscouse, and no allowance of bread or water. At 9 of the Cabin's Storage Messes are waited upon, each separately, with always something to please the taste of any one, who is not too nice. Delicacies occasionally, such as preserved meats, fish &c. Two junk bottles Catalonia Wine to the Cabin and one to the Storage mess, each meal. In the cabin locker, an Decanting of Spirits, Brandy, Gin & Medial which any of the Cabin M<sup>s</sup>, can make use of at pleasure, but very little of these liquors are touched, as only the Captain,



1830

## Sph Brig. Barbarita

Mr Fernandez and one of the Mates can make use of any, and they very seldom and sparingly. Dinner for the crew is served precisely at 12 and consists of either Soup & Salt provisions, Different kinds of Seas or Beans, Fish Salted or a Libanuse. They make use of very little Salt Provision. Two bottles aquadiente to each mess at dinner. At 3 PM Dinner is served to the Cabin & Steerage Messes which generally consists of three or four different dishes elegantly cooked and Soup the first course always. The same quantity of red wine as at breakfast, and in smooth times and good weather, a bottle of some richer wine is added, to go with the desert, which generally consists of Almonds, Figs or Raisins, and sometimes rice. Havana Preserves. At 5 PM a dish of strong Coffee finishes the repast of the Cabin and Steerage Messes. At 8 PM the crew have their Supper which is nearly the same as breakfast. This is the regular routine from day to day, to satisfy the cravings of ~~the~~<sup>appetite</sup>, and where the first mentioned章程 bear a conspicuous part. Every thing on board, being done by order & rule, all works harmoniously.

Monday  
March 15 True Course S 31 E Variation 5° 15' N Lat N. 33° 55' Long W. 49° 43'

Fresh gales and flying clouds with squally weather. At 9 AM a heavy squall came on, and the light sails were accordingly taken in. After the main topsail sheets were started, for chiving up, one of the men by name of James Martinez, went up to pull it and had just reached the yard, when he fell backward and struck across the main boom, and thence partly striking on the trunk, fell down between the pumps, on deck, breaking both his thighs and right arm and injuring himself so internally, that no hopes remain for his life. The distance is about 36 feet that he fell, and I was sitting in the cabin underneath and so loud was the concussion that I thought it the topmast itself that had fallen.

True Course S 34 E Variation 5° 30' N Lat N. 33° 02' Long W. 49° 05'



# Passage to Africa.

1830

- Tuesday 16 March. A rough sea and fresh gales. Wind from S.E. & N.E. At 2 P.M. James Alderton, died having remained some days, and in an expiring state, from the time of his fall. At 3 P.M. committed his body to the deep. Immediately afterwards, according to Spanish law or custom, his effects were brought aft and examined by the Captain in presence of Officers & Crew, and an Inventory made of them, as also the money in his possession at the time of decease, found in and among his effects. The money a small sum, say six dollars, was taken into keeping by the Captain, and an account of the time and manner of his death written. His effects were then sold among the crew, to the highest bidder, and an account sales made out, and this with the Inventory, account of his death, and money credited in the Captain's hands, were kept in possession by the same to be delivered to the proper authority in Havana on his return.
- True Course N 42° E Variation 6° 45' W Lat N 29° 07' Long W 41° 54'
- Wednesday 17 Strong breezes from the Southward & Eastward & fair weather. True Course N 37° E Variation 7° W Lat N 30° 07' Long W 46° 13'
- Thursday 18 The most of these 24 hours fresh breezes from E.S.E. to E.N.E. & cloudy. True Course N 44° E Variation 7° W. in obs. Lat N 30° 28' Long W 43° 46'
- Friday 19 Disagreeable, cloudy, weather & N.E. and E.N.E. winds. True Course S 13° E Variation 8° W no obs. Lat N 29° Long W 43° 23'
- Saturday 20 Drish breezes and a cool atmosphere. Wind from E.N.E. Vessel under single reefed Topsails and Main-sail. True Course S 34° E Variation 8° W Lat N 27° 54' Long W 44° 33'
- Sunday 21 A large Sea and strong breezes from E.N.E. Passed a Spanish Brig standing to the S.E. on the same tack. Made her two pts on the lee bow at 5 A.M. & lost sight of her on the lee quarter at 10. True Course S 84° E Variation 8° 30' W Lat N 27° 47' Long W 43° 12'
- Monday 22 Fresh gales and fair weather. Wind from the N.E. & N.W. At Meridian passed a Barque (supposed her English) standing to the Northward on the other tack. This is the third vessel we have seen since leaving the Florida passage and as to day one short month from Havana. True Course S 61° E Variation 8° 30' W Lat N 26° 46' Long W 41° 08'



1830

Sp<sup>h</sup> Trig Barbara

Tuesday

March 23

A clear atmosphere with passing fleecy clouds and a fine breeze from the N.E. and N.E. Sail set to the best advantage by the wind, and the vessel moving smoothly along.

True Course  $271^{\circ}$  Variation  $10^{\circ}$  W. Lat. N.  $26^{\circ} 06'$  Long. W.  $33^{\circ} 59'$

Wednesday 24

First part gentle breezes and fair weather. During the night some light squalls and cloudy weather. At 11 P.M. passed a Ship, standing by the wind to the North & West. At 7 A.M. saw a Brig to leeward, on the same course.

The wind from North and N.E. and latter part pleasant.

True Course  $280^{\circ}$  Variation  $10^{\circ} 30'$  W. Lat. N.  $25^{\circ} 39'$  Long. W.  $36^{\circ} 15'$

Thursday 25

Gentle gales from N.W. & W. and fair weather. All sail set to the breeze having a fair wind and steering sails set for the first time, having before been beating to the Eastward.

True Course  $280^{\circ}$  Variation  $11^{\circ}$  W. Lat. N.  $25^{\circ} 17'$  Long. W.  $33^{\circ} 55'$

Friday 26

Light breezes from North to N.W. and warm pleasant weather.

True Course  $248^{\circ}$  Variation  $12^{\circ} 15'$  W. Lat. N.  $24^{\circ} 13'$  Long. W.  $32^{\circ} 43'$

Saturday 27

Light winds and calms and warm pleasant weather with a clear sky and horizon. Employ my time in endeavoring to learn Spanish in which I am assisted by Don Andres & as Capt. Selin can speak about as much English as I can Spanish, we endeavor to learn each others tongue.

True Course  $248^{\circ}$  Variation  $13^{\circ} 30'$  W. Lat. N.  $23^{\circ} 29'$  Long. W.  $31^{\circ} 44'$

Sunday 28

Clear atmosphere, pleasant weather and gentle breezes.

True Course  $254^{\circ}$  Variation  $14^{\circ}$  W. Lat. N.  $23^{\circ} 27'$  Long. W.  $30^{\circ} 15'$

Monday 29

Clear atmosphere, smooth sea and fine North Westly breezes. At 1 P.M. saw a Ship steering about W.N.W. The sky overcast with light clouds at night. At 7 A.M. saw a Brig steering about W.N.W. Latter part light winds & pleasant calm.

True Course  $262^{\circ}$  Variation  $14^{\circ} 46'$  W. Lat. N.  $21^{\circ} 13'$  Long. W.  $28^{\circ} 35'$

Tuesday 30

For the most part of these 24 hours the sky overcast, the weather unsettled, and the winds unsteady, the most of the time brisk breezes. At 4 P.M. saw a Ship steering about W.N.W.

True Course  $238^{\circ}$  Variation  $15^{\circ}$  W. Lat. N.  $19^{\circ} 46'$  Long. W.  $27^{\circ} 17'$

Wednesday 31

Strong breezes from N.E. & E. flying clouds & fair weather.

True Course  $248^{\circ}$  Variation  $15^{\circ}$  W. Lat. N.  $18^{\circ} 06'$  Long. W.  $26^{\circ} 07'$



# Passage to Africa.

1830

April 1<sup>st</sup> Thursday. Commences fair weather and fresh breezes. At night more moderate. Observed strong rippings on the surface of the water. At daylight saw the land bearing E. & E. being the Island of Saint Anthony one of the Cape de Verde. At 2 A.M. the North-easternmost part of the Island bore by Compass N. 84° E. and the Southernmost part E. 6 N. 5 leagues distant. The true course made since yesterday noon 237<sup>l</sup>. 99 miles distance, which proves the Longitude near correct, as St. Anthony lies in 23° 55' W. Long. Saw the adjacent Islands viz. St. Vincent, St. Lucia and St. Nicholas. Observed at noon in North Latitude 16° 41' and the South part of St. Anthony bore N. 54° E. by Compass.

Variation 15° W.

Friday 2<sup>nd</sup>. Breeze breezes and pleasant weather. At sundown lost sight of the aforementioned Islands. At 10 A.M. saw the Islands of Brava and Sago bearing E. & E. The Cape de Verde Islands are all very high, and Sago appears one third higher, than the highest Island in the West Indies, which is St. Christopher. It is really a magnificent spectacle to behold these huge lumps of earth towering to the skies, placed amid the vast expanse of water, under a canopy, bounded by the horizon of sea & sky, and the grateful heart in silence adores the wise Providence, that has permitted his eyes to behold again the terra-firma. At noon the Island of Brava bore N. 66° E. by compass 6 leagues distant from which I take a fresh departure.

Variation 15° W. Lat. N. 14° 40' Long. W. 24° 58'

Saturday 3<sup>rd</sup>. Commences with light puffs of wind and calms. The Sea in great commotion, caused by the rippings of a current which makes a deafening noise and knocks the vessel about like boiling apple-dumplings. At sunset the bearings and distance not materially altered since my departure was taken. The Island of Brava & Sago in sight at dusk, but no land to be seen in the morning. During the night and remainder of the 24 hours, light winds, smooth sea and pleasant weather. The next land I expect to see will be the Shores of Africa.

Variation 15° 30' W. Lat. N. 13° 53' Long. W. 24° 24'



1730

S<sup>t</sup> Brig Barbara

- Sunday<sup>1<sup>st</sup></sup> April 4<sup>th</sup> A clear atmosphere with thin fleecy clouds moving slowly, beautiful weather and gentle breezes. I find myself in excellent health and spirits and have pleasant dreams.  
True Course S 33° E. Variation 15° 30' W. Lat N 13° 52' Long W 23° 01'
- Monday 5<sup>th</sup> Bish breeze from NE and pleasant weather.  
True Course S 34° E. Variation 16° W. Lat N 11° 05' Long W 20° 45'
- Tuesday 6<sup>th</sup> Gentle gales from NE and North and fair weather. At 3 AM past a Brig (about 6 miles to leeward) steering to the NW.  
True Course S 34° E. Variation 16° 30' W. Lat N 9° 55' Long W 18° 17'
- Wednesday 7<sup>th</sup> Very warm weather and light winds and Calms. At 9 AM the people caught a small shark, which they cooked & eat.  
True Course S 37° E Variation 16° 30' W. Lat N 9° 09' Long W 17° 52'
- Thursday 8<sup>th</sup> Light airs of wind and very warm weather. A smooth sea and fine moonlight night. Saw a number of boneta fish but caught none as they did not seem inclined to take bait.  
True Course S 39° E. Variation 17° W. Lat N 8° 33' Long W 16° 20'
- Friday 9<sup>th</sup> Excessively warm and light airs of wind. Near the land of AM had some showers of rain, and after the Sun made its appearance the heat was almost intolerable.  
True Course S 69° E Variation 17° W. Lat N 8° 09' Long W 15° 03'
- Saturday 10<sup>th</sup> Light breezes and clear weather until 7 PM when clouds began to gather in, and move from the Eastward and the waters to be agitated like the rippings of a current, making a noise similar to that of a river in the time of a freshet. All sail was immediately furled and it seemed like the silence of Death, save the noise of the riptle. The whole atmosphere had a kind of happy appearance and at 11 PM the whole eastern quarter was enveloped in clouds of frightful blackness, and in a few minutes after it burst forth in a tornado, which no canvas could have stood, and lasted about 4 hours. At 4 AM having spent its force the vessel was put under sail again. In the morning a fine fresh atmosphere, with moderate breezes and pleasant weather to the end of the 24 hours.  
True Course S 35° E Variation 17° W. Lat N 7° 09' Long W 14° 20'



# Passage to Africa.

1830

Thursday April 22. Excessively warm with light breezes and calm and pleasant weather. Sounded at Midnight in 55 fathoms. At daylight saw the land to the Northward. In the forenoon several canoes came alongside and we traded for some fresh fish giving in exchange tobacco and rum. They call themselves Battoromen. They are entirely naked, except a cloth to cover their secrets, and a hat to shield their brains from the Sun. At noon Battorou bore N 8 p Compass about 5 leagues distant.

Friday 23

Variation 10° W. Lat N 4° 30'.

Commences a light breeze from S W gradually increasing to a tolerable brisk one, and continuing till 10 AM when we encountered a heavy squall from the Southward which by noon had spent its force, and left us nearly becalmed with a strong current setting to the Eastward as I judge being strong bubbling ripples and the water in great commotion. Saw the Land at daylight to the Northward, and at noon I judge Cape Palmas to bear N N W 10 leagues distant.

No Observation. Variation 19° W. Lat N 4° 03' Long W 7° 30'

Saturday

24 Light winds and changeable weather. Find there has been a current which I judge has set us about 3 hours N.E. Sixty days since we left Havana.

Sunday

Variation 19° W. Lat N 4° 30'. Long W 6° 24'

25 The first 18 hours gentle breezes and fair weather. The remaining 6 hours cloudy with squalls around the horizon. Judge there has been a 2 knot current to the Eastward. At daylight the land in sight to the Northward and we have steered to the Eastward about 1 point off until noon, when I judge myself off Cape Palmas 5 leagues distant.

Variation 19° W. No Observation.

Monday 26 First part cloudy with rain and fresh breezes. Lying along the land until night when we hauled 2 points off until morning, and then stood in again until the land was within 15 or 20 miles and kept to the Eastward. At 3 PM was off Cape Three Points. At noon the land 5 leagues distant. Find a current running Eastward 3 hours. Last part fair weather. Lat N 4° 30'



1830

# Spl. Brig Barbarita

Tuesday  
April 27

Commences a moderate breeze and pleasant weather. Flood in North for the land and find there is a current setting full 3 knots to the Eastward as we pass along the land nearly as fast as we approach it, steering direct for it at the rate of about 4 knots per hour. At 3 P.M. saw Elmina Castle and town. Saw a Brig to the S.E. At 6 P.M. the Castle bore N.N.E. & compass 5 miles distant and the soundings 11 fathoms. Although I was here but once before, and that time five years since, and I am invalid, the appearance is as fresh in my memory as if I had only absented myself five days, and I have pointed out to Don Andres the windows of the room I occupied while sick at the castle. At 7 P.M. anchored in 11½ fathoms; Cape Coast Castle bearing N.E. and Elmina Castle N.W. & both per compass. At 8 P.M. a canoe came from shore and at 9 P.M. Don Andres and Capt. Selin went on shore, in it. There are 3 Schooners lying near the castle, and the Brig we saw yesterday about a mile to leeward. I now continue the day by civil computation, and end this, at midnight, which will make 30 hours for this days remarks. Found good fishing, and caught plenty of fine fish. A number of Canoes from Elmina & Cape Coast came alongside in the course of the day. In one from Elmina was a brother of Mr. Bartley who I recollect of having seen when at Elmina before. Also a black man by name of Mr. Plank who was once in Providence with Capt. Bailey. He says Capt. Chase in the Brig Romp of Providence left Elmina 29 days since for Monrovia. The canoe in which Don Andres and Capt. Selin went on shore came twice with messages and returned the first time carrying goods sent for, and the second saying they should remain on shore the night. One of the Schooners sailed for leeward. Ends with light breeze and lightning around the horizon.



# on the coast of Africa.

1830

- Wednesday April 28. Light breezes and very warm sultry weather. At daylight weighed anchor and made sail with the Topsails & anchored off Cape Coast, the Port bearing North by Compass 2 miles distant. Took on board some casks Curries & other articles and delivered goods to canoes for trade. At 5 P.M. Capt. Melin (Don Andres and Mr Hutchinson of Annamaboe) came on board, when we got under weigh, firing a Salute of 3 Guns and dropping and setting all sail at the fire of the first Gun. The Salute was answered at the fort with an equal number. At 1/2 past 9 P.M. anchored off a small settlement called Annamaboe where is a small square white fort near the beach and a little to the Eastward an old Dutch fort on the hill back from the beach. The English fort bears North by Compass 2 miles and the Dutch fort N.E. N 3 miles distant. A Canoe came off immediately after anchoring and the Captain, Don Andres and Mr Hutchinson went on shore. Midnight the Schooner Fairy Queen of London from Cape Coast anchored here. The Schooner lying here that left yesterday. Winds calm and the current setting Eastwardly 2 to 3 knots.
- Thursday 29 Warm pleasant weather. Several Canoes passed & repassed during the day between the shore and vessel, taking goods on shore and bringing off others. At 6 P.M. the Captain and Don Andres came on board and at 8 P.M. weighed anchor and made sail down the coast in company with the Schooner Fairy Queen. A small current running & nearly calm.
- Friday 30 Commences light airs and calms. At daylight the Fort at Annamaboe in sight about 10 miles distant. Saw an hermaphrodite Brig close under the land beating up the coast. At 8 A.M. fired a Gun to windward and set our colors, when theirs were hoisted soon after, which were English. The ~~land~~ <sup>land</sup> ~~along~~ <sup>the coast</sup> from Cape Coast Castle, is moderately high, and shows several hills back, some nearly in the form of a cone and some their sides more angling. Back of Annamaboe are to be seen the Camathan Mountains a long distance in the interior country.



1730

# Spl. Brig. Barbara

Saturday  
May 1<sup>st</sup>

At little to windward of a small village called Kinnabak is a singular mount called the Devil's Hill which is a noble landmark. The shores are a long white sand beach and rises roughly back, to hills and dale, interspersed with small trees and shrubbery, and the distant view is high land with woods. At 10 P.M. anchored off the village of Kinnabak. Good light air and pleasant weather. At daylight weighed anchor and made sail with a light breeze from S.W. Left Schooner Fair Queen at anchor. At 10 A.M. was off Barreco Point. There is a small village of huts situated near the end of the point. A canoe came off and the Captain traded for some trifling vegetables. At meridian saw the town of Acra. As you approach it the town lies low near the beach but you can see some distance back where it is mountainous. To the N.W. of Acra is a large leaf mountain called Cook's Loaf which may be seen a long distance at sea. At 3 P.M. anchored in 8's fathoms off Acra, the English Fort Flag Staff bearing N.W. the Dutch North, and Danish N.E. all by compass. The Brazilian Brig Carolina lies anchored N.E. & from us the only vessel here. The English fort and settlement is the westernmost, adjoining Eastwardly is the Dutch and a mile further Eastward is the Danish. The English and Dutch are middling sized fortifications and in the former settlement are many well constructed buildings which being white make a very pretty appearance. The Danish is of a larger construction and has more huts to be seen in the settlement than at the others. At this place is also a windmill N.W. of the fort. The land around is in a high state of cultivation and the whole presents a beautiful picture. A canoe came from shore at 4 P.M. and Don Andres returned in her to English Acra. Good beautiful weather and light air with passing clouds.



## on the coast of Africa.

Here is a fort and flagstaff and a few small buildings. To the westward of it is about a dozen Palm Trees, and when 2 or 3 leagues off, appear to the eye to stand 18 or 20 feet apart, in a direct line. To the Eastward on the low land which looks like a sand beach, with here and there a tree and shrub, are 4 tall palm trees, and appear to the eye at 2 or 3 leagues, about 2 or 3 feet apart, the next to the westernmost being shorter than the other three. At 3<sup>1/2</sup> leagues was ahead another small settlement called Little Olmina where they showed Dutch colors. After passing this the shore appears quite regular, being low and a long reddish white sand beach and in the distance back thick low woods the tops of the trees appearing of an even height. This similarity is continued as far as Little Togo, off which village we anchored at 8.30 P.M. in 10 fathoms 2 mile from shore in company with the Carolina. Saw a Brig beating up and at 10 P.M. coming within hail Don Andres spoke her and was answered it was the American Brig Orbit Captain Woodbury of and for New York. Gods sail.

Wednesday 5<sup>th</sup> At Sunrise fired a Gun and hoisted the colors and shortly after two Canoes came alongside. After breakfast Don Andres and servant Mesa, and Capt. Felix went on shore taking some goods &c with them. Warm weather during the day and moderate breezes & comfortable at night.

Thursday 6<sup>th</sup> Pleasant weather and cool refreshing breezes this day. The Carolina weighed anchor and sailed for leeward. There is nothing remarkable about Togo being a small village of huts near the shore inhabited entirely by native blacks. They have three flagstaffs on which they hoist English and Portuguese Colors and use them to signify with vessels in the roadstead. The day ends at night.

Friday 7<sup>th</sup> Warm pleasant weather and a beautiful moonlight night.

Saturday 8<sup>th</sup> Warm weather until near noon when there were some refreshing showers, which cooled the air and made it more comfortable the remainder of the day and night.



1830 *Spt Brig Barbarita at Anchor*

*Sunday May 9* Warm pleasant weather and gentle breezes. At 4 P.M. a canoe came alongside bringing Edward Fernandez who dispatched the canoe with some articles & remained on board the night. It is nearly eight years since I have seen him, and altho somewhat altered by manhood, I recognized him before coming on board. Made ourselves quite agreeable in recounting times gone by, and the friends we have left in another quarter of the globe.

*Monday 10* Winds and weather the same as yesterday. At 8 A.M. two canoes came off and were dispatched with goods for shore. They brought off some hogs, fowls and corn. At 9 A.M. Edward Fernandez returned to the shore to proceed back to Whidah having completed the object of his visit. At night thick clouds and small rain.

*Tuesday 11* Pleasant weather with flying clouds and some spits of rain from squalls at night.

*Wednesday 12* Cloudy weather and a light tornado in the forenoon. The Sun out at intervals the latter part of the day.

*Thursday 13* Continues cloudy and at 3 P.M. experienced a heavy tornado of 4 hours duration, accompanied with thunder lightning and rain. Afterward cleared off pleasant & a fresh breeze which continued through the day. At 3 P.M. a canoe came alongside bringing 6 Pigs and three dozen fowls. At night thick clouds and rain.

*Friday 14* Commences with rain. After daylight cleared away and remained beautiful weather and a clear salubrious atmosphere. A fresh breeze from S.W.

*Saturday 15* Continues fair weather, and refreshing breeze in the latter part of the day. The Spanish Schooner *Manuelita* from Whidah yesterday, anchored a little distance in shore of us at 3 P.M. Some of her officers came on board.

*Sunday 16* Gentle breezes and pleasant weather. At 3 P.M. the English Brig that lay off Cape Coast when we were there helped us and at 4.30 P.M. anchored at Anja, 3 leagues East of us. A canoe came alongside to know if we wanted any thing from shore.



# off Little Topo. Coast of Africa.

1830

- Monday May 17<sup>th</sup> A clear sky and fair weather the first part of the day with calms. At 5 P.M. had a tornado attended with considerable rain. Wind from E. S. E. to South.
- Tuesday 18 Fine weather and a clear atmosphere. At 10 A.M. the Manueta weighed anchor and made sail up the coast having a fair wind and no current.
- Wednesday 19 Fair weather and a clear sky. A number of Dolphins playing around us, and the crew caught ten or a dozen.
- Thursday 20 Fine pleasant weather and refreshing breezes. At 8 A.M. a canoe came alongside with communications from Mr. Edward Fernandez, who informs that Capt. Selwidge is sick. Received on board 2 Bags Corn and a note from Mr. George Lawson, a colored man, the agent for supplies.
- Friday 21 Gentle breezes from the Southward & pleasant weather. A Brig under Brazilian Colors passed us at 5 P.M. standing along the coast to the Eastward. Did not speak with her.
- Saturday 22 Strong breezes and pleasant weather. The English Brig Maria of London anchored half a mile past us at 3 P.M. During the night stormy with heavy rains.
- Sunday 23 Pleasant weather and small breezes. Since the time we anchored here, the state of the weather has been generally very mild and temperate, and I should judge that a Fahrenheit Thermometer would range between 75 and 80.
- Monday 24 The first part of the day still breezes and pleasant weather. After 1 P.M. cloudy - the day ends with rain.
- Tuesday 25 Commenced fair weather, but at 1 P.M. strong gale, with thunder, lightning and deluging rain, which continued until 4 P.M. when it cleared off pleasant, with a South westerly breeze. At dusk saw 2 Sail to the Westward.
- Wednesday 26 First part fair weather. At 3 A.M. was boarded by a Lieutenant from H. B. M. Sloop of war Primrose who enclosed the British Papers and called all hands to answer to the Muster Roll. Did not introduce myself as I was busy at work, stowing, in the cabin. He also boarded the Brig Maria & from thence, returned to his ship and stood to the Eastward.



1830

# Sp<sup>h</sup> Brig) Barbarita at Anchor

- Thursday) 27. Commences with a rain storm which continued until meridian when it cleared off pleasant. At 10 AM the English Brig that anchored at Agaña on the 10<sup>th</sup> instant weighed anchor and made sail to the Eastward.
- Friday) 28 Commences clouds around the horizon and fair weather over head. At 7 AM set in to rain and continued til 10 AM and cleared off pleasant. At 8 AM the Maria of London weighed anchor and stood to the Eastward.
- Saturday 29 Fair weather and fresh breezes. At 11 AM a canoe came alongside and brought some firewood and corn.
- Sunday) 30 Pleasant weather and fresh gales. At 10 AM a canoe came alongside and brought some firewood.
- Monday 31 Commences cloudy weather and at sunrise set in to storm, with squalls, heavy rains, and thunder and lightning which continued until 4 PM. Ends pleasant.
- Tuesday June 1<sup>st</sup> Fair weather, and in the latter part of the day fresh breezes. A number of Dolphins and a fish, something like a Boneta were caught by the crew from alongside. A canoe came alongside at noon. An English Brig from windward anchored below us at 4:30 PM. Fair pleasant.
- Wednesday) 2. Clouds and rain at intervals during the day. It is now four weeks since (Don Andres and Capt. Pelin went to Whidah; and I find the time pass rather tedious on board, with no one to converse with in English. At 10 AM the 2<sup>d</sup> Mate speaks a few broken words & the others know little or nothing about it. I have however acquired some knowledge of Spanish & occupy my time in reading and translating Spanish Books but have nearly finished all there is on board.
- Thursday 3 Fair weather and gentle breezes during the day. At 1 PM a Canoe came alongside and I received a letter from (Don Andres, who informs me he has been delayed) in consequence of the severe indisposition of Capt. Pelin and that on his recovery, they will both visit on board. Meets him by the return canoe.



## off Godome, Coast of Africa.

and the Sailors no other law, than to obey their officers. In being among a different people, I can contrast their situation with our countrymen, and can say there is no people who live happier, and in the exercise of more true Liberty, than these Americans, who know how to enjoy with temperance, the highly valued "gift of Heaven". Since I commenced a sea-faring life, I have only been at home five anniversaries in fifteen years. My "March being on the mountain road

And "Home upon the deep,  
and know not from one year to another when I may be, but hope ere long to make a home on my natal Soil, to cease from roving, until my soul is called aloft. I have drunk in a glass of Muscatel, y<sup>e</sup> the sentiment I would express on the occasion, (May) our Happiness never intoxicate us, and may Union and Brotherly Love prevail, teaching each other to quit up political dissensions, and to burn the stubble that would destroy Harmony." I would add in strains of Mother Goose's Melody, the following wish.

The Liberty of which we boast, may we its value prize;

And never find to our sad cost, except, and lose our eyes.

1830 Ends pleasant weather, like all other Fourth of July's.

Monday, 5 A fair day with some heavy clouds at night. No news from shore and my time wears away heavily for want of bodily exercise. I cannot complain for the want of any thing, having the best of living, but a <sup>my</sup> mind and body naturally active, find a ship too contracted a place without the charge on his shoulder. As the old saying is, "There is no help for sore shins and broken toes" therefore must grin & bear it.

Tuesday 6 A fair day and some light rain squally at night. In the morning a signal was made on shore and at 10 A.M. a canoe came alongside with advice to Mr. Dandlet the Chief Officer. At 11 A.M. weighed and shifted our anchor from the shore. Capt. Flor of the *Amimmeda* spent the day with us. He is a very pleasant man, a Castilian, and as I understand the Spanish a little, have made myself quite agreeable with him.



1830 Sp<sup>t</sup> Brig *Barbarita* at Anchor

Wednesday July 7. Fair weather and fresh breezes. Both boats passing to the beach with goods during the day. After sunset cloudy with flashes of lightning to the westward.

Thursday 8 All this day a hard rain storm and blowing a gale of wind. At 6 P.M. the Brig *Congusso* anchored here from *Whidah*. She is manned from the *Beloy*, having been a *Buenos Ayres* Privateer, and the crew mutinied and delivered themselves up to the Ship, near two years since and from that time has been a tender to the Ship. An English frigate disarmed her at *Atta*.

Friday 9 Continues stormy until 8 A.M. when it cleared up a little, but remained cloudy and unsettled weather during the day. The Boat went to the beach & landed 4 loads.

Saturday 10 Moderate breezes and cloudy, with intervals of Sunshine. At 7 A.M. a Canoe came alongside and took communications for the shore. There is plenty of good fishing from alongside, and the Boatswain and myself, often take a bucket full, of a small pan fish 3 or 10 inches long, before breakfast, so that our table is plentifully supplied.

Sunday 11 Cloudy weather with intervals of Sunshine and fresh gales from N.E. Light rains at night. Apparently a very heavy surf on the shore.

Monday 12 Until 8 A.M. fresh gales with rain. Latter part cloudy and unsettled weather with occasional Sunshine.

Tuesday 13 Fresh gales and fair weather with flying clouds. Made a signal to the shore, and was answered there was too much surf to come off.

Wednesday 14 Fair weather with brisk breezes. At 9 A.M. the canoe came alongside with a letter to Mr. Dondet the Chief Officer, from Don Andres in which he mentions I am to come on shore, after a habitation is made at *Godome*. There is therefore some prospect of a change of scene.

Thursday 15 Brisk breezes with flying clouds and fair weather. A canoe brought off some *bl's* water and took some goods on shore. Too much surf on the shore for her to return.



# off Godome (Coast of Africa.)

1838

Friday 16 Bazy weather and brisk breezes and many clouds in the horizon. A canoe came alongside with bbls water.

Saturday 17 Commenced cloudy weather and calm. A little after sunrise began to rain and continued without intermission until 3 P.M. The sun then shone out and set behind thick clouds.

Sunday 18 Commenced calm. At sunrise commenced a driving storm and rained and blew without cessation the remainder of the day. This is the most disagreeable and tedious day I have experienced on board, as the Cabin is small, and little light in it, having to keep shut up on account of the rain.

Monday 19 Fair weather during the day and some light rain squalls at night. The Boats and Canoe discharging Cargo until meridian when the beach was too rough to continue.

Tuesday 20 Fair weather and gentle breezes. Canoes and boats discharging Cargo. At 3 P.M. an English Sloop of War bearing the flag of the Commodore of the African Station came down from Windward and passed to the Eastward, but did not board any of the vessels lying here.

Wednesday 21 At sunrise the boats were dispatched for the beach and at 7 A.M. a canoe came alongside bringing Capt. Felix, and immediately after I went on shore in her, with trunk and baggage. On landing, my things were taken care of, by a servant, who has charge of the hut for the reception of goods, to be forwarded to the village. After a change of dress, a hammock was brought for me, and I was carried to the village of Godome 6 miles from the shore, and arrived at 11 A.M. and was welcomed by my friend Don Andres. The manner of travelling, is in a hammock, the chues fastened within 2 feet of the end of a 10 foot pole and you recline in it, with your back and head supported by pillows. It is carried on the heads of two stout negroes at each end, and you are as easy as in a cradle. They travel off at the rate of three or four miles the hour. Found Capt. Felix at the village, and was introduced to Mr. Francisco D. Lopez, Capt. Anibal & Mr. Remondino who were here.



1830

## At the Village of Godome (Africa)

Don Francisco or as he is called by the blacks, Kuch Kuch is a man fifty five years of age a Brazilian by birth of Bahia in Salvador. He has resided in Africa 30 years and understands the African language and customs. He receives great favor from the King of this section of country, which is called the Kingdom of Dahomey. His chief residence is at Whidah, of which he has the whole control, the forts then not being occupied by the English, French and Portuguese as formerly. He is a man of a swarthy complexion and pleasing countenance and address, and has a wife and many concubines.

The situation of our habitations are in an enclosed square of about an acre, with a bamboo fence 8 feet high. There is the House for Don Francisco and servants, in which we eat our meals. A bamboo fence partitions it off from one for Capt. Anibas and Don Romauldo, and another fence partitions that, from the one Don Andrew & myself occupy. The houses or huts are built of bamboo sticks stuck in the ground, and united together with withs of stripped Palm leaves. The roof is thatched with Palm leaf. The negro servants of Don Andrew employed in the afternoon making a bedstead for me, which is done with the legs of sticks of wood, stuck in the ground, and stout bamboo for the frame. These bamboo sticks about 4 feet long laid across makes the bedstead. Our hut consists of two rooms of about 10 by 15 feet Don Andrew occupying one and I the other. There is no floor but the ground, which is like sandy earth, trodden down.

Here a Mosquito Net to my bed & every thing as convenient as the place affords. Capt. Anibas belongs to Havana and has been out here some time. He is master of the Brazilians & Choone on the roads belonging to Don Francisco. He makes a pleasant companion, as he speaks English fluently. Don Romauldo is the son of a rich & respectable family in Bahia, speaks no English is 25 years of age & quite agreeable.



# At the Village of Godome. (Africa.)

1830

Thursday, July 22. I find the weather of an agreeable temperature. The village prettily situated, surrounded with many large trees which give an agreeable shade and the Palm, Cocoa Nut & Guava trees in abundance. Assisted Don Ancho in making up some cloths, that have been drying, having been wet in landing. The Kings son, whose name is Gupon is here and came to pay his respects. In saluting, they grasp your hand, and repeat the word O'koo three times, snapping your middle finger with the hand. He is a thick set, stout negro, with his head stuck full of gold ornaments of the size of large bosom pins. He is very good natured and carries a continual cheerful smile on his countenance. He always travels with a retinue of fifty or sixty slaves, about twenty of which are armed, with fire arms, muskets, with powder horns and Bullet pouches. The locks are carefully preserved from the weather, with Black monkey skins. In the afternoon two negroes were brought before Don Francisco and Gupon, charged with having broken two Demijohns Rum, by throwing them at each other in a spiteful manner, at Badagry. This was truly a novel spectacle for me to witness, there being collected about two hundred negroes to witness the proceedings, and it would have made a fine picture for the pencil of Hogarth. They all squatted round in a circle, Don Francisco & Gupon being in the center, and the culprits & witnesses were then brought forward, and when separately called forth, first knelt and kissed the ground and then the examination went on. As near as I could understand it, after coming up and receiving three or four switches, they knelt and took from Gupon across their backs and a reprimand, the multitude dispersed with huzzas. The wives of the criminals during the trial, were in an almost frantic state, covering their hands, and pulling their wool. Gupon resides in a hut of the Kings near the Cebogara's or Mayor of the village to which he lent his way at Sunday. After supper we were all collected in Don Ancho's apartment, when we sat conversing til 9 P.M. and retired.



1830 At the Village of Godome (Africa.)

- Friday July 23 Cloudy and rain the first part of the day. Don Andres and myself within doors, and making our habitation in order. Had a table made, in the same manner as the bedstead was formed. Went to the woods hunting in the afternoon but took no game. Don Francisco went to Whidah.
- Saturday 24 Captains Fien and Arillas went on board their vessels.
- Sunday 25 At 3 P.M. Don Andres went to Whidah and there is now no other whites here except Don Remauldo & myself.
- Monday 26 Wrote my father the letter to go to Whidah, and from thence to Barbadoes to Princeps Island, to be forwarded by the first vessel for the United States.
- Tuesday 27 Capt. Arillas returned. My idle time has been employed in reading *Quentin Durward*, a Novel.
- Wednesday 28 Don Remauldo and myself have been to the woods to hunt. Saw some alligators but they were too cunning for us, and we got nothing but a few small birds.
- Thursday 29 Employed myself in cutting and making a pair of pantaloons which to me is a new trade, but as the cloth is found for me & necessity being the mother of invention I have no doubt through patience and perseverance I shall succeed in making them so as to be serviceable.
- Friday 30 Part of this day employed on my pantaloons, and part, in reading *Scots Life of Napoleon Bonaparte*.
- Saturday 31 Employed the same as yesterday and finished my pantaloons, which fit very well, and washed my cloth.
- Sunday August 1<sup>st</sup> For the week past the weather has been cool enough to be comfortable and quite pleasant. I have now formed something of a regular plan as regards myself. I generally arise about sunrise and take a walk a mile or two from the village and return and breakfast at 1/2 past 8. Then work or read until the dinner hour which is 1 P.M. Return to the forenoon occupation & continue until 4 or 5 P.M. Spend the time until supper, which is about 7 P.M. in sitting with the other gentlemen conversing in some cool place, and after supper walk to bed.



# At the Village of Godome (Africa.)

1830

Tuesday 7<sup>th</sup> August. This day has been what they call a great Fatish day. Their religion is, in what they call a good and bad Fatish, being the same as a Good Evil Spirit. Their Priests or Priestesses are some elderly negroes who devote their whole time to the service of the temple. These they look upon, as being sent by the good fatish, and whatever they say, is implicitly to be followed. Their temples are in enclosed spots of ground, being walls constructed of mud, and in them are placed bits of broken earthenware, with grain of some sort and drops of blood from different birds. Also these things are often placed in the paths, which no one must touch, but step over or walk aside from them. When the Priestess walks over the village she is dressed with all colours of fanciful cloths, wrapped round her waist being the most predominant, and attended by two others fancifully attired, their heads bare, and she as gay as a mouse, dry and shrivelled up, appearing to my imagination, the idea I always formed of the witch of Endor. Whenever she meets any of her people they halloo, striking their breast three times, then fall on their knees bowing and kissing the ground, when she goes to them, and lays her hand on their heads, muttering some unintelligible words, when they arise with cheerful countenances. In the afternoon they turned too, with about one hundred more, dancing and working their bodies into all manner of shapes, around a large tree near their temple, to the sound of a hollow log covered with sheepskin, a kind of whistle and striking on a hollow piece of iron. At sundown they repaired to the temple to the evening dance. Wednesday 8<sup>th</sup> The negroes still keeping Fatish, which is a sort of holiday to the village. While I was looking at them dancing around the tree, in company with Don Romualdo, a snake about 2½ feet long dropped from the tree in the path of their dancing, which he saw and killed, and the negroes took it to the temple. Received a pair of shoes, sent from Lohidah by Don Anacleto.



# At the Village of Godome, (Africa.)

1830

Thursday 19<sup>th</sup> August. At home this day having the Fardak around my dwelling levelled, and put in order.

Friday 20<sup>th</sup> In the afternoon went alone to the woods to hunt, and fired at a Monkey and wounded him so that he fell from the tree to the ground, being about 50 feet. I found him nearly dead, and started to go to my hut with him when he began to recover, and endeavor to bite me, when I covered his head by winding my handkerchief around it and between his jaws. In my hurry and agitation I took a wrong path and travelled lugging my Gun and Monkey, about a mile out of my way, and reached the village almost worn out by fatigue. He was of a large size being 2 feet in length, 2 1/2 feet tail. His color a sort of bay, black and white, and white face and hands. Finding he was so badly wounded that he could not live, I gave him to a Negro who wanted him to cook and eat, and he to return the skin. I never saw any thing so like a human being in a dying state, as the countenance of the Monkey. His large grey eyes as big as a man's, sinking in their sockets, and pale complexion, seemed as he looked on me so piteously, to implore death as a relief and rest from his sufferings.

Saturday 21 In the morning went into the woods and killed another Monkey of the same species but smaller. Gave him to the same Negro and he to return the skin. Went into the woods alone in the afternoon to hunt, the Sun being about two hours high. At Sundown I found that in coming out of the woods I had taken a wrong path and could not tell where I was. Retreated my steps, but thinking I had got the right path by taking another, I still came out in the same place. I was now completely lost, and having a dog with me tried several ways, to try to make him find the right one but all to no effect. I then struck out of the



## At the Village of Godom, Africa,

woods and travelled as I thought by looking at the moon being about 3 days old. I came out just higher than my head through which I could scarcely make my way. In about an hour I came out where I could have a more extended view, but could see no sign of human beings, and heard but the cry of night birds shrieking in the woods, & failed my way. I however still continued on until at a distance I perceived a negro travelling to the westward. I soon came up to him and made myself understood & could gather from him that he was in the path from Godom to Whidah to which latter place he was bound. I heartily thanked him and joyfully followed the path to the village where I arrived about 9 P.M. having travelled about 15 miles and five miles away from the village. At my entrance into the village I was met by Don Andres, Servant Juan, who said they were all alarmed about me, and that the Governor or Mayor, was then getting ready to send out scouting parties, in all directions to search for me. It was very fortunate in my falling in with the negro, as I had passed the village about one mile to the westward, and was travelling directly away from it.

Retired to rest immediately after supper, more fatigued than I ever recollect to have been, with a thankful heart.

Sunday 22<sup>d</sup> At 8 P.M. Don Francisco and Don Andres came from Whidah. On their arrival they were welcomed by the negroes by firing muskets, and a band of Negro Music consisting of hollow logs covered with sheepskin, three different sized hollow cylinders of thin iron, three whistles, 6 different sized gongs covered with wet work and a small bone in every one of the meshes, four crow-horns, and the sweet voices of thirty or forty woody heads. No cotton factory with all its machinery in motion, ever sounded half so melodiously, but might be the next luck to it. You cannot persuade the negroes that there is better music in the world.



1850. At the Village of Godome. (Africa.)

- Monday August 23 At home this day with Don Andries making a mosquito net of some thin Niger striped cloth, as he has left his, at Whidah. Pleasant and fresh breezes.
- Tuesday 24 At work as yesterday. Don Andries & Capt Arribas went a shooting and took no game.
- Wednesday 25 Don Francisco returned to Whidah. Went a hunting with Don Andries and Capt Arribas. Don Andries and myself got nothing and Capt 5 pigeons.
- Thursday 26 Don Nicholas Calveras and another Sp<sup>t</sup> gentleman came from Whidah. Employed at home this day.
- Friday 27 Don Andries went to Whidah and the mate of Capt Arribas's Schooner came here. At home this day.
- Saturday 28 Edward Fernandez came from Whidah. Since I last saw him, he has been to windward as far as Cape Apollonia. It makes the time pass much more agreeable to have a friend to converse with.
- Sunday 29 The week past has been warm dry weather & blowing fresh gales. Capt Rio of a Brazilian Schooner came this day. In the afternoon took a walk over the village with the other gentlemen.
- Monday 30 All went to the beach (except Capt Arribas & myself, who amused ourselves at home).
- Tuesday 31 In the afternoon Edward Fernandez, Don Nicholas Calveras and myself went a shooting in the woods. Having no caps for the percussion lock of my fowling piece, I took an old musket of Don Francisco's that I loaded yesterday. On our return Don Nicholas and Edward being ahead of me, near the village, I thought I would discharge my gun at some small birds on a neighbouring tree, when I pulled the trigger and the gun barrel burst near my left hand, blaking it & on with the powder, but sustaining no injury. It took about 6 inches, of half the circumference of the barrel, and the balls came round the stock and barrel, and I searched but could find no vestige of them. On my arrival



## At the Village of Godome. (Africa.)

at my habitation with the remnants of the shattered market I found a servant of the Cebozen or Mayor's had come with his master's compliments to know if I was hurt, that he might assist me if necessary, but I had the pleasure of sending him word, that a little soap & water had healed me.

Wednesday) 1<sup>st</sup> September. Don Andres and Don Francisco returned from Whidah. There are now nine whites of us here, four beside myself that can converse in English which makes it quite agreeable to me.

Thursday) 2<sup>nd</sup> All went to the beach to day, except Edward & J. Capt. Arribas's mate & myself, who remained keeping ship.

Friday) 3<sup>rd</sup> Don Andres, Edward, and myself went pigeon shooting. In our excursion we went to view a singular Palm Tree having two branching limbs each side of the main one, all of near an equal size. The singularity of it has induced the negroes to put a fence around its trunk, and to make it a Fetish, being an object of worship, as they say the good Fetish planted it & caused it to grow so different from other Palms.

Saturday) 4<sup>th</sup> All the whites, except Capt. Arribas's mate, & myself, went to the beach to day. A circumstance happened, whilst there was only Capt. Arribas, Don Hornauldo and myself the whites at the village, which I omitted to mention in its place, but as I will give some account of the labor and perseverance of the industrious Ants I will here mention it; as being somewhat alone, I had brought it to remembrance.

About the 12<sup>th</sup> ult. I walked near 3 A.M., and slipped into the Sand. Immediately after returning to my bed, I felt some kind of insect biting me in every part of my body, and in the hair of my head, and so tormentingly, that I had to get up and call the Servant Juan, who soon procured a light and I found myself covered with black Ants. I immediately stripped naked, and ran into the yard, carrying a chain, and had Juan bring me calabashes of water and a comb, with which I freed myself from them.



1850. At the Village of Godome. (Africa.)

- Monday August 23<sup>d</sup> At home this day with Don Andries making a mosquito net of some thin Niger striped cloth, as he has left his, at Whidah. Pleasant and fresh breezes.
- Tuesday 24<sup>th</sup> At work as yesterday. Don Andries & Capt Arribas went a shooting and took no game.
- Wednesday 25<sup>th</sup> Don Francisco returned to Whidah. Went a hunting with Don Andries and Capt. Arribas. Don Andries and myself got nothing and Capt. 5 pigeons.
- Thursday 26<sup>th</sup> Don Nicholas Calveras and another Sp<sup>t</sup>. gentleman came from Whidah. Employed at home this day.
- Friday 27<sup>th</sup> Don Andries went to Whidah and the Mate of Capt. Arribas's Schooner came here. At home this day.
- Saturday 28<sup>th</sup> Edward Fernandez came from Whidah. Since I last saw him, he has been to windward as far as Cape Apollonia. It makes the time pass much more agreeable to have a friend to converse with.
- Sunday 29<sup>th</sup> The week past has been warm dry weather & blowing fresh gales. Capt. Rios of a Brazilian Schooner came this day. In the afternoon took a walk over the village with the other gentlemen.
- Monday 30<sup>th</sup> All went to the beach except Capt. Andries & myself, who amused ourselves at home.
- Tuesday 31<sup>st</sup> In the afternoon Edward Fernandez, Don Nicholas Calveras and myself went a shooting in the woods. Having no caps for the percussion lock of my fowling piece, I took an old musket of Don Francisco's that I loaded yesterday. On our return Don Nicholas and Edward being ahead of me, near the village, I thought I would discharge my gun at some small birds on a neighbouring tree, when I pulled the trigger and the gun barrel burst near my left hand, blacking it over with the powder, but sustaining no injury. It took about 6 inches, of half the circumference of the barrel, and the brass band round the stock and barrel, and I searched but could find no vestige of them. On my arrival



## At the Village of Godome. (Africa.)

at my habitation with the servants of the Shattara market I found a servant of the Cetozerai or Mayor's had come with his master compliments to know if I was hurt, that he might assist me if necessary, but I had the pleasure of sending him word, that a little soap & water had healed me. (Wednesday) 1<sup>st</sup> September. Don Andres and Don Francisco returned from whidah. There are now nine whites of us here, four beside myself that can converse in English which makes it quite agreeable to me.

Thursday 2<sup>nd</sup> All went to the beach to day, except Edward & 3<sup>rd</sup> Capt. Arribas's Mate & myself, who remained keeping ship.

Friday 3<sup>rd</sup> Don Andres, Edward, and myself went fishing. In our excursion, we went to view a singular Palm Tree having two branching limbs each side of the main one, all of near an equal size. The singularity of it has induced the negroes to put a fence around its trunk, and to make it a Fetish, being an object of worship, as they say, the good Fetish planted it & caused it to grow so different from other Palms.

Saturday 4<sup>th</sup> All the whites, except Capt. Arribas's Mate, & myself, went to the beach to day. A circumstance happened, whilst there was only Capt. Arribas, Don Romauldo and myself the whites at the Village, which I omitted to mention in its place, but as it will give some account of the labor and perseverance of the industrious Ants I will here mention it; as being somewhat alone, has brought it to remembrance. About the 12<sup>th</sup> ult. I washed near 3 o'clock, and stepped into the Yard. Immediately after returning to my bed, I felt some kind of insect biting me in every part of my body, and in the hair of my head, and so tormentingly, that I had to get up and call the Servant Juan, who soon procured a light and I found myself covered with black Ants. I immediately stripped naked, and ran into the yard, carrying a chain, and had Juan bring me calabashes of water and a comb, with which I freed myself from them.



1830 At the Village of Godome (Africa.)

Sunday 5<sup>th</sup> September. The week just has been dry warm weather and fresh gales. In the afternoon took a long walk toward the beach, in company with Captains Ries and Ariles and Edward Hernandez. Don Francisco went to Whidah, in the morning & Don Nicholas in the afternoon.

Monday 6<sup>th</sup> This day at 11 A.M. was taken violently sick with fever and cold ague fits, and inclination to vomit. Don Andres procured me a Dose Salts that had no effect.

Tuesday 7<sup>th</sup> Had a very restless night and no better in the morning. Took another strong dose Salts which had the desired effect and had a much more comfortable night. Don Andres went to Whidah. Have tasted no food since taken ill.

Wednesday 8<sup>th</sup> This day in much pain and very weak. Drank a little tea, but could take no nourishment.

Thursday 9<sup>th</sup> Much better to day. Had a chicken killed and a broth made but do not have much taste.

Friday 10<sup>th</sup> Felt worse again to day, with chills similar to the fever and ague I experienced on the coast in 1825.

Saturday 11<sup>th</sup> Much better to day, so that at 1 P.M. was able to start for Whidah, riding in a hammock carried by negroes, (being the manner in which the whites are conveyed from place to place) in company with Captains Ries and Ariles and Edward Hernandez, and arrived at 7 P.M., a distance of 15 miles, having only rested twice, in natural caves, used for halting place, to refresh. Each hammock had 4 negroes, so that they could change and relieve each other. After travelling 2 miles from the Village, the country which is tolerably level, appears in the same state that Nature found it, there being not the least sign of cultivation, altho the soil would produce every article of necessary food, and much of luxury, with very little labor. But the Negroes are too fond of indolence, and care no more than for to eat drink & sleep. The Black Ant, of which I began to give some description under date of the 4<sup>th</sup> instant and



# At the Settlement of Whidah (Africa)

1830

had been once costly and splendid. A deep moat or ditch, with a temporary bridge, as at my residence surround all the forts. The English fort is smaller than the other two and the last erected, but this is also in a state of decay. It is occupied by a Frenchman by birth, by the name of Valington (and his dark colored wife & children), who came here from Boston about 5 years since. He speaks both Spanish and English and gets his meals at our table. In the Yard of the fortification on the East side repose in silent dust, the remains of two young men of Salem Mass. who were brothers and died here, one in 1725 and the other (who brought out a marble slab to be placed over the site of his interment) in 1726 and was buried by his side. The name of the first was George Washington aged 19 years.

Alongside of them are the remains of Captain John T. Major of Providence R.I. No stone marks the spot, but its identical situation was pointed out to me by Mr. Valington, who assisted at his interment. He was generally beloved by the white residents here and by the black people. Sunday 19 This day at home and at Don Andres's house making preparations to embark for Havana, which I expect to do, in a day or two, with Don Nicholas Calves in the Prize Ship Congress, she being ready for sea.

Monday 20 Employed the same as yesterday, and assisting Edward Fernandez, who is also to embark soon for Havana. He has been on the coast five years, and after undergoing several sicknesses, has become quite acclimated. I think there would not be a healthier climate in the world than this part of Africa, if it were only cultivated, but as all the productions of the earth, are in their natural state left to die and rot of themselves, the exhalations, arising therefrom, produce in the white people, fever, mortification, and death; while the negroes, like the swine, wallowing in their own filth from the first birth they inhale instead of sickness, grow strong and fatten in the contaminating air.



1830. Departure from Whidab Africa,

Tuesday 21<sup>st</sup> September. In the morning packed up my baggage to go on board. Capt. Selin came from the Barbante, having arrived from Prince's Island. At 11 A.M. took leave of Capt. S. and Command. Fernandez and reclined myself in a hammock for the beach Don Francisco, Don Andres and Don Nicholas having gone before. The distance as I have before mentioned is about 3 miles. In some places the negroes were up to their middle in water, in the path, and in little more than half the distance, had to cross a river, half a mile wide, where the water was up to their breasts, and had to take up the edge of the hammock, before crossing, to prevent me from getting wet, but as they were sure footed, they carried me over safe and dry. After partaking of some refreshment together, at 1 P.M. embarked in a canoe, to go on board with Don Nicholas, and bid adieu to Don Francisco and Don Andres and to the shores of Africa. On arriving alongside the Brig found her to be a better looking vessel at a distance, than near to, as the rigging is in a miserable state, and copped off the bottom in several places, having been on this burning coast two years, without any repairs and not a drop of tar to her rigging. The complement on board is four Officers, eighteen men, cook & cabin boy and with Don Nicholas and myself, and a Spanish sailor that was the Chief marten when the Brig was taken possession of, makes the whole number twenty seven. After dinner went on board the Linnix and Barbante, who are at anchor in the Roads, and bid adieu to the officers on board, returning on board at sunset, to take the land boat depart with morning.

Wednesday 22<sup>nd</sup> At daylight the Brig was got under weigh and proceeded to beat to windward with moderate breezes, and fair weather. The decks are covered with fowls, ducks, pigs & hogs, Sheep, Goats, and 3 bullocks.



# Arrival at, and Departure from Quilla (Spain).

1730

Thursday 23 September. Continues fair weather. Beating to Windward and no land in sight. Don Nicholas has concluded to run for Quilla, to purchase some more provisions, and to get a further supply of good water, as much of what we have is very brackish. Recollected that this is my honored father's birth-day, which completes his fifty eighth year. My prayer to God is, that he may enjoy many more with health and Contentment, and be blessed in his children.

Friday 24 Much squally weather the first part of the day. At 5 P.M. saw the land, and found ourselves near Cape St. Paul. Spent away, and at 5:30 P.M. anchored in 8 fathoms off Quilla.

Saturday 25 At 8 A.M. Don Nicholas went on shore and sent off two canoes in the forenoon of the day with water & provisions. Two Bays at anchor at Little Bay and St. Marcella Bay.

Sunday 26 Fresh gales and fair weather. Making preparations on board, for our final departure from the coast.

Monday 27 Light breezes and pleasant weather. At 2 P.M. the Sp. Sch. Marianita anchored here and leeward. Took the last of our water on board, pigs, poultry &c. At Sunset Don Nicholas came on board, and the vessel was put in readiness to improve the land breeze in the morning to depart.

Tuesday 28 At daylight weighed anchor and stood to the North by the wind, with the Starboard tack aboard and the wind from S.W. and N.W. St. Marcella judge Cape St. Paul to be at N.W. 6 N. 10 leagues distant. The water being agitated and strong ripplings, considered there is a rapid current to the N.

Wednesday 29 Moderate breezes from the S.W. & pleasant weather. We have a large family of live stock on board, and plenty of Salt, but not any Salted Provisions. It consists of 24 hogs and pigs, 3 bullocks, 6 Sheep, 4 Goats, 2 turkeys, 32 ducks and 116 fowls. Instead of hard bread, we have cakes baked from Corn Meal and the flour made from Casahuate Root. Also as a substitute for bread, we have about a hoghead of Yams & Sweet potatoes. About half a barrel of Eggs, and an abundance of "ore things".



1830 From Africa for Havana. (Cuba).

Thursday 30<sup>th</sup> September. Moderate breezes and occasional squalls. The wind from S.W. to South. The vessel makes about ten minutes' spill at the pump every two hours in smooth water.

Friday 1<sup>st</sup> October. Squally weather and some light rains. Wind about the same as yesterday. Everything is now put in order in the Cabin, which is not large enough for more than two to be in at a time, without interfering with one another. Don Nicholas, the Captain or First Mate, and myself occupy it, and as I have a berth to turn into, find myself in that respect better accommodated than I was on board the *Barbante*.

Saturday 2<sup>nd</sup>. Moderate breezes with some few squalls of rain. One hand making a new coop, so as to have some of the fowls out of the way. The *Brig* sails very fair, considering the state of her bottom, going 6 1/2 knots by the wind and all sail set.

Sunday 3<sup>rd</sup>. Gentle breezes and fair weather. At 3 P.M. saw the land being the Island of St. Thomas. At 4 P.M. tacked to the westward. At 5 P.M. taking my departure, and reckon by nautical time from the aforementioned hour, the middle part of the Island, lying in Lat  $17^{\circ} 05' N.$  and Long  $6^{\circ} 35' E.$  being 1 1/2 leagues distant. Variation 20<sup>th</sup> W.

Monday 4<sup>th</sup>. These 12 hours which constitute this day, gentle gales and fair weather. Steering to the westward. True Course  $N 67^{\circ} W.$  Lat  $17^{\circ} 00' - 48'.$  Long  $5^{\circ} 55' E.$

Tuesday 5<sup>th</sup>. Fair weather and gentle breezes. At 10 P.M. saw the *Brig* to the Southward and at 2 A.M. bore S.E. steering on a wind on the other tack.

True Course  $S 77^{\circ} W.$  Variation 20<sup>th</sup> W. Lat  $18^{\circ} 00' - 48'.$  Long  $3^{\circ} 11' E.$

Wednesday 6<sup>th</sup>. First part gentle breezes and fair weather. Middle part some light squalls. From 2 to 11 A.M. the *Brig* lying to and the crew mending with some short hauls the seams, when the coffee is off on the labouring line.



# From Africa for Havana, Cuba

1733

Saturday 6 November. Gentle breezes and pleasant weather.

True Course  $N 45^{\circ} E$  Variation  $2^{\circ} W$  Lat  $N 8^{\circ} 45'$  Long  $W 47^{\circ} 30'$

Sunday 7 Pleasant weather and brisk breeze. Several squalls with sprinkling rain. Both pumps going every hour. Drift making about 20 inches water per hour, the leaks increasing daily, and I begin to think it doubtful if we reach Havana in time, in her present condition.

True Course  $N 45^{\circ} E$  Variation  $2^{\circ} W$  Lat  $N 10^{\circ} 54'$  Long  $W 51^{\circ} 54'$

Monday 8 Squalls with much rain and contrary winds.

Saw one small flock of birds. No medicinal observation.

True Course  $N 45^{\circ} E$  Variation  $2^{\circ} W$  Lat  $N 13^{\circ} 00'$  Long  $W 53^{\circ} 15'$

Tuesday 9 First part squally with rain and winds varying from East to South. Middle part more clear. At daylight some squalls. After 2 o'clock the weather became settled with steady breezes from East & S continued until noon.

True Course  $N 45^{\circ} E$  Variation  $2^{\circ} W$  Lat  $N 12^{\circ} 30'$  Long  $W 54^{\circ} 30'$

Wednesday 10 Fair weather. Moderate breezes during the day. Fresh at night. Sail set to best advantage. Tacking daily on the Starboard side. At 6 P.M. the Mainmast was bent, having been undergoing repairs, since the 23<sup>rd</sup> ult. The boatswain told me a day or two since it was finished, but he and the crew would not tell the Captain of it, for fear he would set it and thus for steam the vessel over or "more properly speaking" make a little more work for them to manage the main boom. At midnight shifted the steering gear to the larboard side and steered West.

True Course  $N 35^{\circ} E$  Variation  $1^{\circ} E$  Lat  $N 13^{\circ} 35'$  Long  $W 55^{\circ} 00'$

Thursday 11 Light winds and warm pleasant weather. The water still gaining on the vessel so that now both pumps have to be worked every half hour and the average of the leaks is 30 inches per hour. There is some talk of putting into the first port, after making the land, which may probably be at St. Kitts or Antigua.

True Course  $N 40^{\circ} E$  Variation  $2^{\circ} E$  Lat  $N 14^{\circ} 05'$  Long  $W 55^{\circ} 30'$



1130 From Africa for Havana (Cuba)

Friday 12<sup>th</sup> November. Light winds and very hot weather. The minds of Don Nicholas and the Officers are very fickle as regards putting in any where, one day being to put in the first port after making land and the next for endeavouring to reach Havana. Then appears to be a great difficulty in obtaining any but a Spanish port, as the vessel is an uncondemned Prize and they have nothing to pay for Port Charges & repairs. Owing to this, a disappointed crew being only 7 of the whole number on board from the Vezey, who claims her, and who has the Prize Original Papers, the Capt. or Prize Master, having no other Papers to show, than an order from the Captain of the Vezey to proceed to the Havana. The remainder of the crew are prisoners taken from Slave Vessels captured by British Cruisers and delivered up, and are working their passage back to Havana, and being destitute and gaining nothing, have very little interest about where the vessel goes so that they get clear of the labor of pumping the vessel. However I trust to a kind Providence and hope all things will work for the best and that we may reach some Port in safety. Therm. 61° at 10 AM.

True Course N 51° W. Variation 2° 30' E. Lat. 14° 20' Long. 56° 10'

Saturday 13<sup>th</sup> Light winds and fair weather, but uncomfortably warm. At daylight a barge passed astern of us, towing to the Northward, distant about 3 miles.

True Course N 75° W. Variation 2° E. Lat. 14° 32' Long. 55° 35'

Sunday 14<sup>th</sup> Light winds and pleasant weather until daylight in the morning when we encountered a stiff squall from E. S. E. which after passing away left us with a fine fresh breeze. At 10 past 8 AM saw the land, being the highest part of St. Lucia and at 10 AM saw Martinique bearing E. S. E. At noon the Northernmost part of St. Lucia bore N. E. by E. and the Southernmost part of Martinique N. E. by E. the former about 12 and the







173 From Africa for St. Johns, Porto Rico & St. Domingo

Friday 19 November. Commenced brisk breeze and fair weather. Saw a ship to windward steering towards us with Royal & topmast sails and 3 masts set, at 8 AM. At 10 AM. observed about of Buck Island, near the harbor of Bahia & Cruz the latter being about 12 miles distant. Saw 2 ships in harbor and 3 or 4 smaller boats. Light winds and calm. Flew on from 10 till until 1 PM. when we made sail again the Islands of St. John and St. Thomas also being in sight, and the middle of Cruz bearing E. by S. at 1 PM. about the harbor of St. Thomas. Saw several ships and numerous on different courses and an American bound in. St. Thomas past across us within a short distance, that came out of the harbor having on her stern La Coquette & Guadalupe. At 11 AM. about of Sail Rock distant 2 or 3 miles. Latter part light winds and pleasant weather.

Variation 4° E. Latitude N 17° 23.

Saturday 20 First part moderate breeze and pleasant weather, with gathering clouds. Sailed in sight of Crab Island and near what is called in the Spanish Charts, Culoten, but known by the name of Sigeo Island by the Yankees. At 10 AM. we were off the East End of Porto Rico, and at 1 PM. the High land of St. John bore N. Through the night saw dark and squally and fresh gales. Lay off from the land under double reefed fore topmast & 2nd topmast. At 10 AM. saw the land about 30 miles distant. At 1 PM. made sail and stood in for it S. E. weather more settled and wind light. At 11 AM. saw the New Castle at the entrance of the harbor of St. John. At 11:30 AM. took a pilot and at Meridian Anchored about the City. Made by Nautical computation and observed the day by trial account making 36 hours for the day.



# St John's. Porto-Rico.

At 1 P.M. Mr. Calverly went on shore and at 2 P.M. the *Tiger*, Master and myself. Dined at the house of Mr. Langemende who offered his services as confidential man to Don Nicholas for the *Tiger's* concerns.

At 6 P.M. the *Tiger*, Master, Don Nicholas & myself repaired on board. During the night squally with rain. The Pilot near Pundon, attempted to beat farther up the harbor, but did not succeed.

Tuesday 21<sup>st</sup> Nov<sup>r</sup> Heavy rains and squally the first part of the day, and disagreeable weather the whole 24 hours.

At daylight hove up, and warped up the harbor and at 10 A.M. made fast alongside of a wharf.

The *Tiger* is a complete wreck about all parts of the rigging, and the *Coffee* rucked up and run off of all parts of her bottom. Ends squally with rain.

Monday 22<sup>nd</sup> The first part of the day squally, and the latter part more pleasant. At 10 P.M. went with Mr. Calverly

and the *Tiger* Master to the Captain of the Port & two other Officers, and then to the Governor to whom I delivered my Havana Passport. Saw & conversed with several American Captains and also with Mr. Sydney Mason, Acting American Consul.

The probability is that the *Tiger* will be condemned, at any rate in a long time before she will leave here & as no opportunity offers immediately for Havana, & a direct one in a day or two for New York, I called upon Capt. Sales of Brig. Monticelli of the *Master*, & and at sundown took my baggage & residence on board the *Tiger*. Ends more moderate weather.

Tuesday 23<sup>rd</sup> At daylight the *Tiger* was warped out to a convenient situation for getting under weigh. At 11 A.M. Capt. Sales and myself went on shore and while he was settling his affairs, in order to depart I fell in with Mr. John Sales who formerly did Capt. Ransom's business in our father's Brig *James* that traded here.



## At and Departure from St. Johns, Porto Rico

He offered me every assistance as far as lay in his power, for any thing I might need, which not having occasion for declined, and regretted my early departure would not give him an opportunity to extend his civilities further. At 4 P.M. Capt. Sales and myself came on board and in a few moments after the Pilot, who got the Ship under weigh, and being an ignorant jack ass, with the vessel aground on a hard bottom, being a point making out from the fort and barracks. The sails were again put on and the Kedge and Hauls run out and hove upon but all endeavors to start her proved fruitless. The Pilot left us, and returned to the shore.

Wednesday 24 At 8 A.M. here again but without success. At 1 P.M. the Mob went and borrowed Capt. Caulfield's Long Boat of Dupéchal's store of Salomon's and carried the Standard Anchor out. At 10 P.M. Capt. Sales and myself went on shore. The City of St. Johns has nothing remarkable about it, more than its being strongly fortified and a good harbor. Like most of the towns and cities in the West India Islands it appears to be on the decline & decay, and only shows what it once was in times gone by. It is a walled city and the streets are narrow and contracted and badly paved. There appears to be very little business doing here. I should not think the place contained more than 1000 inhabitants, Whites and Blacks. At 4 P.M. Capt. Sales & myself came off and another Pilot was sent on board when the Day was over, being high water, and at 5 P.M. got under weigh and stood out of the harbor. At 6 P.M. discharged the Pilot and shortly after at the mouth of the harbor the Hawk went adrift which could not be saved without endangering the vessel. At 7 P.M. the New Castle bore South.



From St. Johns, Fort-Reno, Fort-Lisbon.

and of commencing Nautical Computations beginning  
Thursday November 25<sup>th</sup> at 3 P.M. making 16  
hours in the first day & cetera. Continues fresh breeze  
and pleasant weather. St. Lawrence Island in sight.

True Course N 18° W. Lat N 19° 39' Long W 66° 20'

Friday 26 Fresh breezes and fair weather. I find a material  
difference in the motion of this vessel the Congress.

True Course N 22° W. Lat N 21° 21' Long W 67° 15'

Saturday 27 Fine breezes and fair weather. The sky sometimes  
overcast with fleecy clouds. Wind from the Eastward.

True Course N 27° W. Lat N 22° 32' Long W 67° 45'

Sunday 28 Clear pleasant weather. Sail set to the best  
advantage with the wind N.E. and steering N.E. & W.

True Course N 25° W. Lat N 24° 14' Long W 68° 37'

Monday 29 The first 12 hours clear pleasant weather with all  
set and the wind S.E. The remaining six hours, the sky  
partly overcast with long light white tail clouds.

True Course N 23° W. Lat N 26° 00' Long W 69° 25'

Tuesday 30 First 12 hours pleasant weather and strong breeze  
from S.E. with accumulating clouds. At 3 P.M. we  
a (big) steering to the South West. Remaining 6  
hours, clear with squally and rain, and the wind  
hauling to the North West. At noon took in light  
sails and double under the Topsails.

True Course S 23° W. Lat N 27° 38' Long W 70° 14'

Wednesday 1<sup>st</sup> December. First part fresh breeze and clear weather  
with a northerly wind. Middle and latter part fine  
gales. clear weather, a rough sea and rain at N.W.

True Course N 31° E. Lat N 28° 28' Long W 69° 03'

Thursday 2 Continues fresh gales from the N.W. and flying  
clouds with a large sea. At 2 P.M. full set the  
Course for St. John and Tuxedo and clear up for  
the main topsail & reefed fore course. At full night  
past us at 9 P.M. steering to the S.W. under stiff sails.

True Course S 31° E. Lat N 29° 12' Long W 67° 55'



# From St Johns. Porto Rico for New York.

1836

Sunday 3 December. Continuous fresh gales until sunset when it began to become moderate. At 2 P.M. went to the Masthead. At 3 P.M. set the Fore Topsail double reefed. At 4 P.M. turned a reef out of the Main Topsail and set the Main Course. Midnight set the jib. At 6 A.M. made all sails. Sailed past moderate with the breeze still running.

True Course N 80° W. Lat N 29° 35' Long W. 68° 55'

Saturday 4 First part light winds and cloudy weather. Middle part calm. Sailed past by 12 breezes from the Southward and Westward.

True Course N W. Lat N 29° 35' Long W. 69° 05'

Sunday 5 Begins light increasing breezes from the South and west and cloudy weather. At 8 A.M. saw a ship steering to the N.E. Middle and latter part moderate breezes and cloudy weather with some rain squalls from S.W. to East.

True Course N.W. Lat N 31° 07' Long W. 70° 28'

Monday 6 Commenced with strong increasing breezes and cloudy weather. At 2 P.M. the two masts of the last schooner and rose for Main Topsail Sheet. At 3 P.M. the Top G. Sail was furled and the Topsails single reefed. At 7 P.M. the jib was furled and the Topsail double reefed and furled. At 9 P.M. the Topsails were double reefed and the Main Course furled. At 10:30 the Topsails were close reefed. At 11:30 P.M. the Fore Topsail was furled and the Fore Course reefed and was secured under that and the close reefed Main Topsail before the wind which was from the S.W. and blowing a gale. For myself I was up until a little past midnight when I came down in the Cabin and a good little, by moonlight, when Capt. Hall called the Mate & myself this 4th 45 A.M. and going quickly up the ship in my shirt, found the vessel nearly on



# From 4 Schoon. Ports River to New York

her beam ends and the water pouring over the top of  
the companion way the Captain and Helmsman holding the  
tiller hard a weather, and blowing a gale of wind that  
threatened to destroy every thing at once, a few bell boats  
were taken short off in the caps, and shortly after the  
Day light, and regained the action of the mainmast  
for the minutes before was rendered free of the. The  
Main Mast was broken about 100 feet from the top  
on the Starboard side. The Fore Topmast, Top Gallant  
and Main Mast so that they were laid alongside the  
Starboard Main Rigging, and the Fore Topmast Top St  
Mast and Main Mast alongside the Starboard Main Rigging.

All hands employed in clearing the vessel as fast as  
as could be possible, which was a dangerous and difficult  
job, and in every the best means for the preservation  
of our lives and vessel, as the Sea continued to be  
lains high and the wind to blow a tremendous gale.

At 10 o'clock the Main Mast fell on deck and fell  
overboard, which we succeeded in clearing away and  
go astern, with the Sail attached to it took in a  
although pulled. Remained at noon with no abatement  
of wind or sea keeping dead before it, with the  
Starboard Main Mast of the Fore Mast and about  
half of the Star hanging to it, and the Fore Mast  
Top St. Mast & Fore Topmast Starboard lying in the  
Rigging and on the Star being unable to clear them  
away as the Sea was too much and at times makes a  
complete beach over us. No observation.

True Course N 16° W. Lat. 42° 32' Long. 71° 00'

Sunday 7 December. Continues a strong gale from the Westward  
and a mountainous sea, and but little abatement through  
the night. Sailing over the low water, and at 10 o'clock  
very late in the morning shipping great quantities of water. At  
daylight the weather became more moderate and all  
hands went to work, and the Sea was for 200.



1730.

From St Johns / Santa Lucia for Bermuda - 1730

and the rigging and spars clear of the fore rigging  
and clearing the work in the best possible manner.  
Crews a fresh breeze and rough sea & moderate, slowly.

Sea Course S 75 E. Lat N 33° 35' Long W. 69° 14'

Wednesday 8 December. Commences now moderate & pleasant  
weather. All hands employed in clearing away and  
getting whole and broken spars and rigging in order  
sufficiently secured so as to be able to make some sail  
when the weather will permit. At sunset had the  
upper masts completely shipped and the rigging  
and spars, whole & broken, on deck. Cleared the  
Deer and set it. Through the night the wind  
moderating and a bad sea and swell continuing,  
causes the vessel to labor much. At 6 A.M. hoisted  
up the spencer and set the lower stow sail to  
the foremast as a square sail. Latter part  
light winds and pleasant weather. All hands  
employed in the forenoon in filling a spare  
fore topmast, getting the topsail beam rigged  
so as to set the topsail and other work necessary  
to expedite making the vessel under manageable  
sail. Having found the rigging so broken and  
cut to pieces, and want of sails, and the impossibility  
of making a port in the United States in our  
wretched condition at this season of the year con-  
cluded best to endeavor to reach the Island of  
Bermuda, being the nearest port, to repair the vessel  
and considering it to be for the preservation of our  
lives and safety of the vessel and interest of all  
concerned. Sea Course S 79 E. Lat N. 32° 25' Long W. 68° 12'

Thursday 9 Commences moderate breeze and pleasant weather  
Sent the fore topmast aloft and set the rigging up.  
At 7 P.M. the wind increasing raised the topsail. Then  
Ebb with the wind S.W. Moderate but strong gale.  
At 11 A.M. the wind increased to a heavy gale.



From St. Johns (Port Rico) for Bermuda (in date)

from St. Johns raised the Topsail and reefed the  
Sprit and lay to. Then being all that it was possible  
at present and the ice poor conditions. At 10 AM got  
the Sibs in board from off the deck beam. Latter  
part blowing a strong gale and a heavy rain.

Tue. Comm. N 73 W. Lat. N 32° 46' Long. W. 67° 10'  
Friday 10 December Commences strong gales and choppy weather  
with some rain squalls and an ugly sea running.  
At 5 PM the wind centers towards the North West.  
Middle and latter part wind more moderate the weather  
clear with flying clouds and a bad sea running.

Tue. Comm. S 56 E. Lat. N. 32° 23' Long. W. 66° 40'  
Saturday 11 Continues fresh breezes and a rough sea. Still  
lying too being unable to get the Ship under manage-  
able sail. Much the same through the night. At  
daylight became quite moderate and the sea some-  
thing smoother. At Sun rise commenced reefing and  
at noon had a fore topsail Tack aloft and the  
Fore Yard filled and ready to be set up. On the  
light winds from the Westward and pleasant weather.

Tue. Comm. <sup>S 53 E</sup> Lat. N. 32° 03' Long. W. 66° 17'.  
Sunday 12 Commences light winds and pleasant weather.  
At 1 PM got the Fore Yard aloft and at Sundown  
had a fore topsail bent and set, and the S. T. Stayed  
and jib. At 5 PM set the Topsail and 10 furlongs.  
But the best lower cable and overhauling a rope.  
Middle part strong breezes. At midnight clearing  
the fore topsail and reefed the topsail and hauled  
on a wire to the Northward. At 6 AM hauled the  
wire out and square away. Set a topsail  
Yard up to the mainmast and set a square with  
a reef in it, in lieu of a mainmast. Also got a main  
top. It mast up in lieu of a main topmast. Latter part  
fresh breezes from N. W. and pleasant weather.  
Sun. Comm. N 73 W. Lat. N 32° 03' Long. W 66° 15'



1730 *Journal of John Fort Huer for Bermuda (1730)*

Monday 13<sup>th</sup> December. Commenced fresh breeze and pleasant weather. At 4 o'clock got the M<sup>rs</sup> H. Vandenberg's sails aloft and set it in line of a main-topmast. At 8 o'clock took in all sail but close-reefed fore-topmast and main-topmast and hauled in a wind to the Northward. At midnight were to the South and West. At 7 o'clock set all the Surge sails and stood East with the wind to S.W. and at 9:30 o'clock saw the land bearing E. & being Bermuda Islands. Brought the small lower cable. Hipped a spar up to the fore-topmast head and set the colors for a S.W. Lat. N. 23. 04. Bermuda E. 10 miles.

Tuesday 14<sup>th</sup> Continues fresh breeze and pleasant weather. At 4 o'clock Meridian came in clear water and at 8 o'clock took a Bermudian Pilot on board who is to take the Ship into Georgetown. Steered to the South East to go to the Southward of the Islands then hauled in a wind to the Westward within a mile of the shore and stood up as far as St. David's Head, and after making two tacks off fetched in to the mouth of the harbor and anchored in 6 or 7 fathoms water. A gentleman by the name of Thomas Condit is and offered his services to Capt. Foley. Through the night pleasant weather. At daylight commenced sweeping up to the town, and at Meridian was near the wharves. I continued by civil computation and made 26 hours in this day's account. At 2 o'clock got the best lower lunch and dropped her down in and lay off the East side of Shearwater's wharf, with forts to the wharf and a stage from the gangway to it. Latter part pleasant weather and wind S.W.

Wednesday 15<sup>th</sup> Moderate breeze from S.W. and pleasant weather. The crew continued employed in getting the vessel ready and began work but did not sail as yet.



# St Georgestown, Bermuda.

1830

Thursday 16. First part clear weather. Latter part cloudy with rain. Took a walk with Capt. Cole and visited the tanks which are made to catch rain water for the use of the garrison. It is a stone and mortar floor laid on the side of a hill, from which the water runs off when it rains, into the tanks, which are square stone cisterns of a large size and the whole will contain 250 or 300 thousand gallons.

Friday 17. Variable winds from N to S & W with cloudy weather and showers of rain. The town of St Georgestown is a small place, and I should not suppose it contained more than 1000 inhabitants exclusive of the military force, stationed here.

Saturday 18. Moderate breeze from N to S and cloudy weather. Made acquaintance with Mr. Henry W. Drayford who is a native of Providence at Deer River, Providence is 1811. Walked with him round the shore and through the town. He is well acquainted with the country of my friends and I find him a very agreeable gentleman.

Sunday 19. Southerly winds and the weather quite warm and pleasant. Took a walk with Capt. Cole and Capt. Cottrell, a gentleman who says he was mate of the ship *Atlanta* sent into Providence during the war by the Division of the Navy. Went to the Tank and to the 7th Regt barracks &c. Dined with Mr. Francis S. S. at his house on his Island near the mouth of the harbor. Spent the evening at Capt. Cottrell's.

Monday 20. Cloudy weather and showers of rain with the wind N. Took a walk with Mr. Drayford & Capt. Cottrell.

Tuesday 21. First part fair weather and latter part cloudy with rain. The Spaniards have got the Spaniards at work making topmasts yards &c and the crew are at work on the rigging and I hope we shall not be detained long at this place.

Wednesday 22. Light variable winds and pleasant weather. I have nothing to do now but walk & view the harbor and the town.



1830 St. George's Bermuda.

Thursday 23 December Fresh breeze from North East and cloudy weather with chance of rain.

Friday 24 The weather much the same as yesterday and wind from N.E. There has been an arrival within a few days of the English Brig William 4<sup>th</sup> from the West.

Saturday 25 Christmas Day. Fair weather and moderate easterly winds. Went up to the Parade Ground with Capt. Sales, behind the 21<sup>st</sup> Regiment band and saw the two regiments manoeuvre by the 8<sup>th</sup> and 27<sup>th</sup> go through their evolutions and firing which surpassed any thing of military exercises I ever saw. The regiments have this also as a holiday and are parading the streets with fiddles, whistles, and dragging round an old figure head of a ship, resembling an old man. There is Church service performed today for the Church folks.

Sunday 26 Fair weather, wind from the S.E. and tolerably warm. In the afternoon a man came and made himself acquainted with me, who says he is a naturalized citizen of St. John and is Master of the Brig Wm 4<sup>th</sup>. Took a walk with him in the afternoon and from his conversation I am acquainted with many Providence people both at home and abroad. Says he was in a Schooner with Mr. Riley and is acquainted with Stephen Richardson in command in the Bay of Honduras. His name is William Brown Carter.

Monday 27 Variable winds moderate breeze and clear weather. Took a walk with Mr. Carter and at 9 P.M. he went on board his vessel lying off the harbor.

Tuesday 28 Light southerly winds and pleasant weather. Mr. Carter took his discharge from his vessel and went to Mr. John Lewis to board a vessel and with him. Spent the evening in company with some officers of the Regt at the Parade.



# At Georgetown Bermuda.

Wednesday 29<sup>th</sup> December. Light winds and variable and  
clear weather. Spent the evening with some of the  
officers of the 88<sup>th</sup> Regt and heard some fine singing.

Thursday 30<sup>th</sup>. Light airs and calm throughout. These 24 hours  
visited the 88<sup>th</sup> Barracks and find the rules and regula-  
tions of a Soldier's life to correspond with the idea  
I had conceived of it. Every thing looked in the most  
perfect order and neatness and there is as much  
system in the Soldier's trade, as in any piece of  
machinery. Many of the Soldiers have their wives with  
them and they take care to make their husbands attend  
to their duty. But to me it appears a slavish life.

Friday 31<sup>st</sup>. Fresh breezes and clear weather with the  
winds freshening. This has been a Year of much  
interest to which I was a stranger in unexcited life.  
Farewell this closing Year, which great Events have shown  
While distant desert lands I stray'd, thus things are passing on.  
And now unto Almighty God, a thankful heart I'll show  
Who knows its inmost feelings, its sorrows, joy and care.  
To Him, all glorious Praises be giv'n is still my earnest prayer  
For every gift He's daily giv'n, and his kind ever faithful care.  
Religion true is inwardly, and when we shall appear  
Our God will judge the hypocrite and he that has no fear.  
'Twill not be by the actions done that outwardly we view  
But by good virtuous principles in honest souls and true.  
And while our hearts are well inclin'd, Oh! may we never fear,  
But stand to meet our fate and die like this by your dear care.

Expiation of the Year 1836.



1731 At Georgetown Bermuda.

January 1<sup>st</sup> This day has been a faithful representation  
of human life, with its clouds, its Sunshine and  
its rain. Altho not so cold as I presume it is  
with my dear Parents and friends in Providence,  
Rhode Island, I hope Almighty Providence has  
enabled them to enjoy all the happiness and comfort  
the first mentioned one could bestow upon them.  
May the Sea we have entered upon find us united  
in the enjoyment of all the blessings of this transitory  
and uncertain existence.

Our time is passing quickly, and soon we may be  
The Old Years flee away, and new ones on us grow,  
May the one we have just now begun, find us still sincere & true,  
And always have a honest heart, and an honest mind.  
May virtue be our constant road, by which we shall advance  
The mountain of the Lord of South, how gladly we will ascend  
The Star of Hope with gliding ship, still brighter, yet, as clear  
As it's our path to glory, through the storm of this sad Sea.

January 2<sup>nd</sup> Fair weather and fresh breeze from the Northward,  
Went to church in the evening which is usually they  
have a fine time before the service of which from  
their similarity remind me of the old days, and that  
used to be in St. Peter's Meeting House Providence.

Monday 3<sup>rd</sup> Some light rain squalls but mostly fair weather  
Visited the 37<sup>th</sup> Regt. Barracks, where the same order  
and regularity prevails as at the 81<sup>st</sup>. Spent the  
evening with some of the Officers and Mr. Carter.

Tuesday 4<sup>th</sup> Light wind and pleasant weather. The Spar  
maker finished off the spar. The Carpenter left on his

Wednesday 5<sup>th</sup> Moderate breeze and clear weather. Employing myself  
in house writing, reading, and music. The Capt.  
went to the Dock Yard and Hamilton.

Thursday 6<sup>th</sup> Pleasant weather with the wind from the Southward.  
Capt. Tule returned from the Dock Yard.

Friday 7<sup>th</sup> Clear pleasant weather and the wind N.E.



1731 At Georgetown, Bermuda.

Saturday 7<sup>th</sup> January Pleasant weather with local winds.

On board the *Brig* endeavoring to repair as much time as possible while the *Brig* is refitting which advances very slowly.

Sunday 8<sup>th</sup> Fresh breeze from N.E. & fine & pleasant weather. Employed myself on board in reading &c.

Monday 10<sup>th</sup> Fair weather in the morning but occasional drizzle during the day and rain at night. The *Topsails* & *Top Mast* on a shift and *Top* and *Top Mast* & *Main* *Topsail* *Yards* up and I am in hopes we may sail from here in 3 or 40 days having as I think been detained longer already than we reasonably ought to have been. I have often heard tell of being huddled and I think I have seen the manner of performing the ceremony to an idol, to an American in disguise.

Tuesday 11 Moderate westerly winds and cloudy weather and some showers of rain. The *Thermometer* generally rises & falls.

Wednesday 12 Northerly winds. Part of the day fair and part cloudy with showers of rain. Crew at work on rigging.

Thursday 13 Northerly winds and most of the day fair weather. Still staying on board as I have seen all there is in this part of the *Bermudas* worthy of notice.

Friday 14 Fair weather and a hot Sun. At 3 P.M. the *Thermometer* was 68° in the shade and at midday it had risen to 76°. At Sunset it fell to 70° and a small breeze sprang up from S.E. At midnight the wind increased to a gale. Got the *Cable* to the wharf & made fast.

Saturday 15 A severe Gale of wind from S.E. and driving rain. At 3 P.M. the *hauled* & S.W. still continuing to blow hard. At noon cleared away and the Sun came out pleasant. At 1 P.M. had another heavy squall of wind and rain the wind then calmed to West and blew still a severe gale, but the weather was more pleasant. *Thermometer* has been stationary since the last Sunset. At 3 P.M. wind increased with violent gusts of driving rain and sleet & continued till midnight the night of this day.



1731. St. Georgestown, Bermuda

Sunday 16 January Continues blowing a severe gale of wind from N. N. W. Thermometer stationary at 64°.

Monday 17 Squally and blowing a gale from N. N. W. with showers of rain and hail. Passed the evening at Mr. Jervis and on account of the storm lodged at his house.

Tuesday 18 Continues the same as yesterday and the wind N. W. Arrived in distress, having been blown off the Coast Sch. Saban, Small, from Boston for Wilmington. Put in for shelter.

Wednesday 19 The wind again came back to N. N. W. and continues a strong gale and squalls with showers of rain.

Thursday 20 Fair weather and fresh breeze this day with some light sprinkling showers from passing clouds.

Friday 21 The most of this day fine pleasant weather and the wind from the N. W. From 8 to 10 P.M. the air quite soft and mild the wind passing round to the S. E. Midnight had returned to its old quarters N. N. W.

Saturday 22 Strong gales from N. N. W. & cloudy with showers of rain.

Sunday 23 Strong gale with flying clouds and some light sprinkling showers from them, as they pass over. Passed the evening on board Sch. Happy Return of Halifax.

Monday 24 Fair weather and winds westerly. There is some prospect of our leaving here before many days.

Tuesday 25 Heavy passing clouds and westerly winds & occasional showers of rain. Mr. Carlow the former mate of Brig. W. H. who made himself acquainted with me, was drowned, from a sail boat on the 26<sup>th</sup> instant. He was going in company with a Surgeon of the 37<sup>th</sup> Regt to a ship lying in the lower part of the harbor when the storm knocked him overboard.

Wednesday 26 Fair weather with some light sprinklings of rain occasionally. The Islands of the Bermudas or Somers, as I am told are 365 in number which by counting all detached land I should think was true. They lie N. E. and S. W. about 30 miles. Much Red Cedar grows here which is the principal production.



# St. Georgetown (Bermuda), 1831

- January  
Thursday 27 Fresh gales and cloudy with rain squalls at intervals. The vessel nearly completed and ready for Sea. Wind from the N. N. W.
- Friday 28 Fresh breezes and fair weather. Wind Westerly.
- Saturday 29 First part pleasant with passing clouds. Latter part cloudy. Wind South Westerly.
- Sunday 30 Cloudy weather and North Westerly winds.
- Monday 31 Begins with mild weather, and a light air from the Northward. All hands making preparations for Sea. At 10 A.M. the Pilot on board, cast off from Hudson's Wharf, and made sail from the harbor. At Meridian being clear from Pilot ground discharged Pilot and proceeded on a S.W. course to clear the Islands. I here end by civil computation making only 12 hours in this days remarks & commence.
- Tuesday  
February 1<sup>st</sup> Commences fair weather and a Northerly wind inclining Easterly. At 3 P.M. an English man of war (Dido) passed on a wind to the Eastward. At 4 P.M. Georgetown bore N. N. W. 6 leagues distant from which I take my departure for New York. Nearly a calm, and cloudy around the horizon, until midnight when a breeze sprung up from S.W. and continued increasing the latter part so as to bring us at noon under close reefed Topsails, & other storm sails reduced in proportion. Tacked at 4 A.M. to the Westward and at 7 A.M. saw the land on the lee bow, bearing N. N. W. at 8 tacked to the South and East. No observation. Latitude D.R.  $31^{\circ} 56'$  Longitude  $54^{\circ} 16'$  Course S. by E.
- Wednesday 2 Continues high winds from S.W. and increasing Sea, so that at 2 P.M. the vessel was hoisted under close reefed Main topsail and reefed Spruce. Middle and latter part strong gales which at 4 A.M. hauled to North West. Remained at noon lying to, and being cloudy had no observation. Latitude D.R.  $31^{\circ} 25'$  Longitude  $53^{\circ} 30'$  Course S. by E.



# From Georgetown, (Bermuda.)

1830

Thursday 3 February. Continues strong gales and cloudy weather. Vessel lay under close reefed Main Topsail & reefed Spencer. 4 P.M. set balance reefed Taysail & S.T. Taysail & at 4 A.M. took them in. 8 A.M. set them again. Latter part more pleasant. Meridian set close reefed Fore Topsail.

True Course  $S 51^{\circ} W$  Latitude  $N 30^{\circ} 51'$  Long.  $W 64^{\circ} 38'$ .

Friday 4 Commences more moderate. At 2 P.M. set Fore Course & turned reef out the Spencer. Middle part calm. At 8 A.M. set all sail by the wind, which has got round to S.W. Latter part moderate breezes and pleasant with passing clouds.

True Course  $S 81^{\circ} W$  Latitude  $N 30^{\circ} 42'$  Long.  $W 65^{\circ} 33'$ .

Saturday 5 First part fresh increasing breezes and gathering clouds. At 10 P.M. had come under short sail & wind hauling more westerly, backed to the Southward. Through the night fresh gales with rain. Latter part wind from N.W. and pleasant weather. Set the courses and turned a reef out fore and aft.

True Course  $S 88^{\circ} W$  Latitude  $N 30^{\circ} 41'$  Long.  $W 66^{\circ} 09'$

Sunday 6 Fresh breezes from N.W. and pleasant weather. At 5 P.M. passed what appeared to be a Ship or Barge lower Yard adrift. Under single reefed Topsails and M.T.G. Sail, Courses, Spencer, jib and Taysail.

True Course  $S 47^{\circ} W$  Lat  $N 29^{\circ} 45'$  Long  $W 67^{\circ} 18'$

Monday 7 First part moderate breezes and fair weather. The same through the night and cloudy weather. Wind to the N.W. Latter part easterly winds and rain. Close reefed the Topsails and took in light sails.

True Course  $N 78^{\circ} W$  Lat  $N 30^{\circ} 01'$  Long.  $W 68^{\circ} 39'$

Tuesday 8 Moderate winds and cloudy with a rough Sea the first 12 hours. Remainder gentle gales and fair weather.

True Course  $N 88^{\circ} W$  Lat  $N 30^{\circ} 58'$  Long  $W 69^{\circ} 19'$

Wednesday 9 First part fair weather. Wind inclining Northerly. A heavy dew at night and light winds and calm. Latter part light variable windy & cloudy with rain.

True Course  $N 8^{\circ} W$  Lat  $N 31^{\circ} 42'$  Long  $W 69^{\circ} 26'$



for New York United States.


1831

Thursday 10 February. First part cloudy weather. Wind from NW. At 10 P.M. a squall hauled the wind to NW & we came under short sail. Midnight backed. Latter part cloudy weather and wind from the Northward. Under short sail. No observation. Lat. N.  $32^{\circ} 1'$  Long. W.  $70^{\circ} 07'$ .

Friday 11. Continues fresh breezes and cloudy. At 6 P.M. saw a Brig steering East, about 7 miles to the Northward of us. Middle part more moderate. Latter part light & variable winds and calms, and pleasant weather. Under all sail.

True Course  $S 49^{\circ} W$  Lat. N.  $31^{\circ} 26'$  Long. W.  $70^{\circ} 16'$

Saturday 12. First part light breezes and pleasant weather. Middle part cloudy. Latter part fresh breezes and passing clouds. At 11<sup>50</sup> A.M. observed the commencement of an Eclipse of the Sun. True Course  $NW \frac{3}{4} N$  Lat. N.  $33^{\circ} 24'$  Long. W.  $72^{\circ} 03'$

Sunday 13. Continues passing clouds and fresh breezes. The greatest observation was at 1<sup>23</sup> P.M. and the moon obscured the Sun so as to make nearly the accompanying figure .

Variable winds and cloudy weather with occasional Sunshine the latter part of these 24 hours.

True Course  $NW \frac{3}{4} W$  Lat. N.  $32^{\circ} 40'$  Long. W.  $72^{\circ} 55'$

Monday 14. Cloudy weather and occasional Sunshine with strong breezes from the Northward, and towards meridian in evening.

True Course  $W \frac{1}{2} S$  Lat. N.  $32^{\circ} 31'$  Long. W.  $74^{\circ} 18'$

Tuesday 15. Mostly cloudy weather, but occasional Sunshine and fresh breezes the first 12 hours and more moderate the latter 6.

True Course  $NNW$  Lat. N.  $33^{\circ} 30'$  Long. W.  $74^{\circ} 47'$

Wednesday 16. Commences fresh increasing breezes from the S.E. and cloudy weather. At 2 P.M. the temperature of the water  $\text{p. Thermometer}$  was  $66^{\circ}$ . At 6 P.M. the temperature was  $72^{\circ}$  at which time we entered the Gulf Stream. At 11 A.M. the temperature of the water which has been  $73^{\circ}$  to  $75^{\circ}$   $\text{p. Thermometer}$  was down  $63^{\circ}$  at which time I judge we left the Gulf. Middle and latter part strong gales, scudding under close reefed main top-sails and reefed fore course. True Course  $N 2^{\circ} W$  Lat. N.  $35^{\circ} 40'$  Long. W.  $74^{\circ} 55'$



1731 From Georgetown to New York

Thursday 17 February. Strong gales accompanied with driving rain. At 11 AM passed by our destination under close reefed sails at 2 PM. Continued under close reefed sails at 4 PM. At 6 PM. The barometer stood at 30.4 when we were here. At daylight moderate when we commenced making sail with the wind to the northward. Under fair weather. Sailed from the Cape.

Friday 18. Fair weather and latter part not a cloud in the horizon or sky. Wind light from N. by N. and N. by E. At 11 AM. Saw the land to the N. standing being as if a mountain in shape with the top of the Cape. True course. Lat.  $35^{\circ} 33'$  Long.  $75^{\circ} 20'$

Saturday 19. Commenced light air from the Northward, and clear weather. Sailed to the Eastward, the land being 6 leagues distant. At 1 PM. passed the Cape. Saw a large spruce from the Eastward which gradually hauled to the Northward. Middle and latter part fresh breeze from N. by E. smooth sea and pleasant weather. Saw a Ship, Brig and Schooner. The Ship had her name John on her quarter.

Sun. Course.  $39^{\circ} 8'$  Lat.  $37^{\circ} 35'$  Long.  $75^{\circ} 06'$   
Sunday 20. First part fresh breeze from N. and pleasant with a smooth sea. At 1 PM. saw the land off Chingoyen. Steered N. by E. Saw several vessels. Middle part moderate breeze. At 3 PM. saw the Light on Cape May. At daylight the land in sight to the N. by E. from the deck. Latter part moderate breeze from the N. by E. and cool weather.

Mon. 21. North and North East by winds and freezing cold weather. Steering to the Northward. The land in sight on the Coast of the 24 hours. At noon. At 1 PM. the barometer stood at 30.5.



# From Georgetown, Bermuda, for New York

Tuesday 22 February. Begins light airs and calms and winds variable on the Eastern board, lying along the land to the Northward. Middle and latter part light winds and calms and variable weather. Several sail in sight. Saw a Topsail Schooner ashore at Bermegat having apparently gone on last night, as many people were on board and sails still hanging. At noon Bermegat W. B. I. and the land nearest us at  $\frac{1}{2}$  4 miles dist.

Wednesday 23 Commences light winds from the Eastern board & thick cloudy weather. At 5 P.M. a breeze sprang up from S.E. and we steered N. & E. for Sandy Hook. At daylight moderate and a thick fog until 11 A.M. when it lighted up at 11 A.M. and we saw the Highlands of New York and stood in for them. At noon I had by Nautical Computation and continue the day by Civil time, making 36 hours in this days account. At 1 P.M. abreast of the Highlands when we took a Pilot from the Pilot Boat Thos. H. Smith. At 4 P.M. off Fort Richmond. At 6 P.M. anchored off the City of New York. At 7 P.M. went ashore and called upon my Uncle T. Peckham and at 9 P.M. went to Horatio Blake's Pearl Street, and took lodgings.

Thursday 24 Called upon Mr. O. Manian and wrote my hon. father. Entered my baggage at the Custom House and transported it from the vessel to my lodgings.

\* \* \* \* \*  
Remained in New York until March 8<sup>th</sup> and took passage in Sloop Herald Whipple Brown Master and arrived in Providence March 11. 1831

"Remained in Providence until I commenced the Journal on the following page."



# Journal commencing at Providence. R.I

1832  
Wednesday January 11<sup>th</sup> First part of the day a light snow.  
At 11.30 A.M. got my things on board Brig Enterprise  
N.W. Bowen Master bound for Havana. At 12 M<sup>d</sup> the  
Brig started from alongside Brig Harriet lying at Bullock's  
Wharf to attempt a passage through the Ice down the  
river. Was choked in the Ice opposite Gladding's Wharf  
when she was broke through at 2 P.M. and proceeded along.  
At 4 P.M. took passage in the Stage for Bristol to see  
about getting Onions for the Brig. Arrived there at 8 P.M.  
and put up at Burgess Hotel. Saw W. Chaffee who is to  
furnish the Onions in the evening. Ends cold weather.  
Jan 12<sup>th</sup> Thursday. A cold day and a Northwesterly wind.  
W<sup>d</sup> Chaffee did not think it prudent to take any Onions  
on board his Sloop on account of the weather and we had  
ascertained that the Brig was in the Ice off Rumham Rock.  
Friday January 13<sup>th</sup> Saw some teamsters in the morning who said  
the Brigs were down as far as Rawtuxet Bar. Also saw the  
Stage Driver who I came down with, who told me that my  
father thought best I should return with him, but as I had  
heard so many stories I thought best to take a Horse & Chaise  
and go up as far as I could see the vessel myself, and if  
there was no probability of her getting through to proceed to  
Providence. Accordingly hired a conveyance of the kind and  
went up as far as Mrs. Allen's farm and saw the vessels  
busily at work breaking up the Ice, and that in the course  
of another day they would probably be clear of it. Returned  
to Bristol at 4 P.M. Lodged again at the Hotel.  
Saturday January 14<sup>th</sup> In the morning saw W. Chaffee and  
it being a warm pleasant day he commenced taking Onions  
on board the Sloop and at night he had the most of what  
we are to take, on board. Lodged opposite the Hotel.  
Sunday January 15<sup>th</sup> Had an offer of a ride up part of the  
road with W. Church 2<sup>d</sup> Mate of Brig Busy to look at the  
vessels which I accepted when after going as far as Barrington  
he said he wished to continue to Providence as he had left some



on board Brig Enterprise for Havana.

things behind. Proceeded with him and arrived in the evening. Not wishing to bid a second adieu did not call on any of my friends or acquaintances. After resting the Horse until 11 P.M. started and returned at 4 Monday morning, at which time I retired well fatigued at Burgess Hotel.

Monday January 16<sup>th</sup> 1832 At 11 A.M. the Enterprise anchored off the harbor and Capt. Bowen came on shore. At 4 P.M. went on board the Sloop with the Orions and went alongside the Brig and took them on board. Ends light air & calm.

Tuesday Jan 17 At 8 A.M. hove up and set all sail with a light air from the Northward Meridian calm; let go the Anchor in five fathoms water off Prudence Island. At 3 P.M. ran up a short distance and anchored in a better situation being near the North end of said Island. Brigs Sampson, Turkis, & Juno Maybury, anchored off the South end of Popponquash bound up to Providence the former from Havana & latter from New Orleans.

Wednesday Jan 18 Light Breezes from SW which continued through the day. The crew employed in securing the deck load and making things snug for sea. The Brigs I & I went up to Providence.

Thursday Jan 19 Commences fresh breezes from SW. At 10 A.M. got under weigh and beat down to Newport. At 3 P.M. anchored off the South part of Coasters Harbor Island in 5 fathoms water.

Set the Pilot ashore and when the Boat returned took it in aboard. Ends fresh breezes from WSW and cold pleasant weather.

Friday Jan 20 Fresh breezes from WSW to NW & pleasant weather. At 3 P.M. Ship Line & Brig Busy passed down bound to sea. Same time got under weigh and made sail in company with Brigs Lydia, Wood, Bomulus, Mawran, and Horizon, & Carr.

At Sunset passed Rhode Island Light House. At 6 P.M. took my departure from Beaver Tail Light House it bearing then North distance 2 leagues. I here compute by Nautical computation making only 18 hours in Fridays remarks, & commence

Saturday Jan 21<sup>st</sup> Fresh breezes and pleasant weather. At midnight passed Block Island. Brig Busy in company.

True Course SW Lat N 40° 20' Long W 71° 41'



# From Providence for Havana.

Sunday January 22 1832. Fresh breezes from the NW and North and pleasant weather. During the night squally <sup>with snow</sup> which obliged us to take in light sails & single reef Topsails Latter part fine weather. The Brig Hussey in company. All sail set to the best advantage at noon. Saw a Ship standing to the Westward.

True Course  $SW\frac{3}{4}W$  Lat.  $N\ 37^{\circ}35'$  — Long  $W\ 72^{\circ}56'$

Monday Jan<sup>y</sup> 23<sup>d</sup> Fine fresh breezes from the Northward the whole 24 hours and pleasant weather. Parted company with the Hussey during the night. Saw a Schooner steering SW. Judge myself in the Gulf Stream. 8 A.M. Air  $56^{\circ}$  Water  $70^{\circ}$

True Course  $SW\frac{1}{4}W$ . Lat.  $N\ 35^{\circ}12'$ . — Long.  $W\ 73^{\circ}05'$

Tuesday Jan<sup>y</sup> 24<sup>th</sup> First part light breezes and pleasant weather. Middle part calm. At 10 A.M. tacked to the Eastward with light breezes from the Southward. Latter part the sky overcast with clouds and light baffling winds. Left the Gulf.

True Course  $SW\frac{1}{4}W$  Lat.  $N\ 34^{\circ}20'$  Longitude  $W\ 73^{\circ}18'$

Wednesday Jan<sup>y</sup> 25<sup>th</sup> First part increasing breezes from SSE and cloudy weather. At 6 P.M. began to luffen Sail and at midnight came under close reefed Main Topsail, Fore Course and reefed Tysail. Middle and Latter part strong gales from the Southward and a heavy sea running).

True Course East. Lat.  $N\ 34^{\circ}21'$  Longitude  $W\ 71^{\circ}28'$

Thursday Jan<sup>y</sup> 26<sup>th</sup> Commences moderate breezes & pleasant weather. At 2 P.M. turned a reef out of the Main Topsail & set the Fore one. Middle part fresh gales & squally with rain. At 2 A.M. took in Fore Topsail and close reefed the Main one. At 4 A.M. the wind hauled to NW in a squall. Furlled the Tysail. At 8 A.M. saw a Barque standing to the Eastward. At 10 A.M. set single reefed Fore Topsail & turned a reef out of the Main one. Latter part fresh gales & cloudy with small rains.

True Course  $SE\frac{1}{4}E$ . Lat.  $D.R.\ 33^{\circ}16'N$  Longitude  $70^{\circ}53'$

Friday Jan<sup>y</sup> 27<sup>th</sup> Continues fresh gales & cloudy weather. The wind from NW & North. Middle & Latter part more moderate and pleasant. At daylight set all drawing Sails.

True Course  $SW\frac{3}{4}W$  Lat.  $N\ 31^{\circ}47'$  Longitude  $71^{\circ}31'W$



# From Providence R.I. for Havana.

Saturday Jan<sup>y</sup> 28. 1832. First part moderate and pleasant weather. Middle part squally with rain. Tacked M. T. G. T. Sail & Main Course. Latter part fresh breezes and more pleasant. Set M. T. G. T. Sail & Main Course. Wind from N. W. to N. E.

True Course S. W.  $\frac{1}{4}$  N. Lat N.  $29^{\circ}30'$  Longitude  $72^{\circ}12' W.$   
Sunday Jan<sup>y</sup> 29. Fine breezes and pleasant weather these 24 hours. Sail set to the best advantage. T. T. Steering Sail on the larboard side. Wind N. E. Thermometer in the shade at noon  $73^{\circ}$

True Course S.  $19^{\circ} W.$  Lat N.  $27^{\circ}03'$  Longitude  $73^{\circ}10' W.$   
Monday Jan<sup>y</sup> 30. Gentle gales and fair weather. At 6 A.M. being near the Latitude of the Hole in the Wall kept down N. S. W. Latter part light winds from S. E. & gathering clouds.

True Course S. W. Lat N.  $25^{\circ}55'$  Longitude  $74^{\circ}24' W.$   
Tuesday Jan<sup>y</sup> 31. Commences light breezes & cloudy weather. At 4 P.M. came on squalls from the N. W. & North attended with heavy showers of rain, thunder and lightning.

Took in all sail except close reefed Main, Topsail & Fore Course. Saw a square rigged vessel astern. Stood to the N. on the wind until midnight and to the Southward until daylight when being fine weather set all sail and steered down N. E. the wind E. N. E. The sail astern, in sight from aloft.

True Course W. N. Lat N.  $26^{\circ}04'$  Longitude  $75^{\circ}16' W.$   
Wednesday February 1. Commences light breezes & pleasant weather. At 7 P.M. shortened sail & hauled on a wind to the Northward. At daylight made all sail. At 8 A.M. saw the land from the Rocky Point of Abaco Southerly. Hauled to the Southward & S. W. and at  $10\frac{1}{2}$  A.M. the Hole in the Wall bore North 2 leagues distant. Steered down West. The Brig astern in sight and a Schooner ahead.

True Course S.  $81\frac{1}{2}^{\circ} W.$  Lat N.  $25^{\circ}45'$  Longitude  $77^{\circ}24' W.$   
Thursday Feb<sup>y</sup> 2. Commences fresh breezes & pleasant weather. At 2.30 P.M. saw the Berry Islands. At 5 P.M. Simpson Key bore South 2 leagues distant. Hauled up S. W. and at 8 P.M. got bottom on the Bahama Bank 5 fathoms. Sailed on this course until midnight at the rate of 6  $\frac{1}{2}$  knots per hour.



# From Providence R.I. for Havana.

and then S.W. 19 miles. Thence S.W. 20 miles & S.W. 17 miles and came off the Bank, at 9 A.M. Latter part fine breeze and pleasant weather. Lost sight of the Brig astern at 10 A.M.

Latitude N.  $24^{\circ} 28'$  Longitude  $79^{\circ} 06' W$ .

Friday February 3. 1832. Commences fresh breeze & pleasant weather. At 5 P.M. saw the Keys on Salt Key Banks. Through the Night fresh breeze & all sail set to the best advantage.

At 6 A.M. saw the Fan of Matanzas bearing S.E. At 11 A.M. saw the Moro Castle. At noon I end by Nautical computation and continue the civil day. At 1 P.M. anchored inside the Moro in the harbor of Havana. At 2 P.M. went on shore with Capt. Bowen. Saw my Sister Sarah at the house of Mr. Cleveland where she resides, & delivered her letters.

At Sundown went on board in company of Capt. Bowen. Ends fresh breeze and passing squally clouds.

Saturday February 4<sup>th</sup> At 1<sup>h</sup> 30 A.M. the crew commenced hauling the Brig up the Harbor. At 7 A.M. hauled to the Quay. Very warm weather through the day. Saw Mr. Wade, Mr. Jose Fernandez, and Mr. Hogan. Nothing remarkable to notice now than that the Rhode Island fleet of Keeps Potatoes & Onions have all arrived together.

Sunday Feb. 5<sup>th</sup> A fair pleasant day & warm weather. Took a walk in the evening with Capt. Cobb & Granger and came down to the Brig at 8 P.M. —

Monday Feb. 6<sup>th</sup> Warm pleasant weather. The Brig began to discharge. In the morning went to Mr. Wade's room in the house of Mr. K.W. Afternoon came down to Regla's and saw Mrs. Perry the woman I formerly boarded with. Her Son walked with me as far as Dr. Veto's Hospital where I saw Capt. Works of Brig Agenoria of Providence who lies dangerously sick. He requested me to tell his Mate Mr. Hunt to have his dirty clothes sent to Mrs. Perry's & to go to Havana & get what clean ones he had there. Went on board his Brig when I arrived back which was Sunset & passed



# At Havana (Island of Cuba)

the night, as it was too late to go up to the Havana.

Tuesday February 7<sup>th</sup> 1832. In the morning went to Havana in Brig Agencia's boat and went to see about Capt Work's clothes but the washer where he directed me said there was none at that place. At the request of Capt Work in the afternoon I hired a Volant in the Regla having come down there with Mr Perry and Mr Else and went again to see him and found him very low and much worse than yesterday. Returned to the Regla and lodged at Mrs Perry's.

Wednesday Feb 8<sup>th</sup> Went to the Havana in the morning with Mr Perry. In the evening went on board Brig Mechanic of Portland and passed it in company of Capt Gray and several other Masters of Vessels. The day has been fair & warm. The Enterprise discharging her rotten Potatoes & Onions.

Thursday Feb 9<sup>th</sup> The day fair and pleasant. At Havana visiting at several places. Passed the evening on board Brig Mechanic of Portland and the Capt being unwell passed the night on board with him as he wishes to wait to the Regla in the morning and wishes my assistance.

Friday Feb 10<sup>th</sup> At daylight the Mechanic hauled from the Quay and I went in her to the West Regla. Capt Gray being so much unwell, at his request in the afternoon I went ashore with him, and took a Volant and attended him to the Hospital. Saw there, Capt Work, whose case I think very doubtful as he is much worse than he was the day before yesterday. Left Capt Gray there and returned to the Regla and dined and lodged at Mrs Perry's. Warm weather.

Saturday Feb 11<sup>th</sup> At the Regla visiting &c. Capt Bowen and Mr Hunt, Mate of the Brig Agencia went over to the Hospital to see Capt Work, and they think he will not live through the night. The Agencia ready for sea.

Sunday Feb 12<sup>th</sup> Extreme warm weather. At Mrs Perry's at the Regla. At 3 P.M. went on board the Enterprise & hung my dirty clothes ashore. Took a walk in the afternoon but coming through of rain I returned to the house. Capt Work died at 12 last night.



# *A Havana (Island of Cuba)*

Monday Feb<sup>y</sup> 13<sup>th</sup> 1832. Fair & comfortable weather. The  
Enterprise landing Hoops at the West Regla. At Mrs Perry's.

Tuesday Feb<sup>y</sup> 14<sup>th</sup>. Fair pleasant weather and light breezes during  
the day. At 8 A.M. went on board the Enterprise & breakfasted

Dined on board the Mechanic, Capt Gray, he having returned  
from the Hospital much better tho not entirely recovered.

Returned at night to Mrs Perry's at the East Reglas.

Wednesday Feb<sup>y</sup> 15<sup>th</sup> Strong breezes and pleasant weather.

At Mrs Perry's and visiting in the Reglas.

Thursday Feb<sup>y</sup> 16<sup>th</sup> Strong breezes and pleasant weather

At 7 A.M. Capt Bowen came ashore and at 8 A.M.  
went on board with him and breakfasted. The Brig

discharged and held cleared out and cleaned. At

night went on shore to my lodgings at Mrs Perry's.

Friday Feb<sup>y</sup> 17<sup>th</sup> Fresh breezes and pleasant weather.

From 1<sup>st</sup> til 5 P.M. on board the Enterprise writing  
letters &c. At night on shore at my lodgings.

Saturday Feb<sup>y</sup> 18<sup>th</sup> First part the day calm and no sea  
breeze til 1 P.M. which makes it hot & uncomfortable.

Sunday Feb<sup>y</sup> 19<sup>th</sup> A very hot day. Dined & Supped with  
Capt Gray. Sailed Briggs Buggy & came for Providence  
and then for Portland. Came on shore to my lodgings at  
night. Windy Southerly. Sent a letter for my father in B.F. Jones

Monday Feb<sup>y</sup> 20<sup>th</sup> Warm weather and Southerly breezes.

At sundown came on heavy squalls with thunder &  
lightning and deluging rain that continued thro the night.

Tuesday Feb<sup>y</sup> 21<sup>st</sup> Rain at intervals during this day and  
cloudy muggy weather. Breakfasted on board the Enterprise.

Wednesday Feb<sup>y</sup> 22<sup>nd</sup> Cloudy with squalls of rain during  
the day. The Brig Mary Ann Capt Young arrived from

New Orleans. At Mrs Perry's all day, the weather &  
wind in the Streets of the Regla, making it too disagreeable  
to stir out. Amused myself in reading &c.

This is the Birthday of Washington being the hundred years  
since this Son of Freedom was sent to enlighten a new world.



# At Havana (Island of Cuba?)

Thursday February 23<sup>rd</sup> 1832. Pleasant weather. Went to Havana City. Called on board the Mary Ann at my sister's and at Mr Wade's counting room. Returned at 4 P.M.

Friday Feb<sup>y</sup> 24<sup>th</sup> Pleasant weather. At 10 A.M. went to the Havana. Called on Mr Wade and my sister Sarah.

Saturday Feb<sup>y</sup> 25<sup>th</sup> Fine pleasant weather. The Enterprise Capt Brown finished loading Molasses for Providence.

Sunday Feb<sup>y</sup> 26<sup>th</sup> Fine pleasant weather. At my boarding house all day. Brig Suno, Capt Maybury and John Knight

Monday Feb<sup>y</sup> 27<sup>th</sup> Fair weather. In the morning had my things landed from the Enterprise, and brought over to my boarding place at the East Reglay. Afternoon & Evening engaged in writing letters home. Retired at Midnight after finishing six, one to my hon. father, one to my sister, one to P.B. one to J.B.W., one to L.B.W. & one to S.P.B. 12, to go by the Enterprise. Brig Sampson, Larkins arrived today.

Tuesday Feb<sup>y</sup> 28<sup>th</sup> Fair weather. At daylight went on board the Enterprise who was getting under weigh. Delivered my letters and went down as far as the Enter Bury, in the Brig, Capt Norris with his boat and two hands from the Mary Ann also having come to assist Captains Larkins and Maybury also came on board off the Quay. At 2 P.M. came on board Capt Larkins with Capt Norris & Maybury & breakfasted. Got a pair of Shoes sent me by my father and some newspapers. Returned with him on board the Mary Ann at the West Reglay at 10 A.M. & soon after went on Shore. Fine southerly breezes the rest of the day.

Wednesday Feb<sup>y</sup> 29<sup>th</sup> Fair pleasant weather & southerly windy. At my boarding house & elsewhere variously employed.

Thursday March 1<sup>st</sup> Fair weather. At 9 A.M. Mr Wade came to the Reglay and brought me a letter from my father received from Sampson dated the 9<sup>th</sup> A.M. Upon consultation with him think I shall leave this shortly for New Orleans.

Friday March 2<sup>nd</sup> Fair weather. In the morning went on board Capt Norris and breakfasted. At Mrs Perry's dinner.



# <sup>27</sup> At Havana (Island of Cuba)

Saturday March 3<sup>rd</sup> 1839. Fair weather. Went to Havana City and returned at Sunset. The vessel I am about to take passage in for New Orleans commenced loading, & to sail soon.

Sunday March 4<sup>th</sup> Fair pleasant weather. Went to Havana and called on Mr Wade and Sister Sarah. Returned at 3 P.M. Sailed this day Brig Lyphax, Capt. for Providence by which vessel I wrote my honored father. Fresh breezes from the N.E.

Monday March 5<sup>th</sup> A squally rainy day, so that I was obliged to keep in doors, as in wet weather it is half by deck of slimy mud.

Tuesday March 6<sup>th</sup> Pleasant weather. Went to Havana and saw Don Andres Fernandez. Also Mr Wade & other acquaintances.

Wednesday March 7<sup>th</sup> Fair pleasant weather. Went to Havana and lodged at night at Mrs Lyon's boarding house.

Thursday March 8<sup>th</sup> Fair weather. Came down from Havana to the Regla in the morning. In the afternoon went to Havana and lodged at night at Mrs Lyon's boarding house.

Friday March 9<sup>th</sup> At 7 A.M. came to the Regla and remained at home the day. A cloudy, cool, disagreeable day.

Saturday March 10<sup>th</sup> Fair weather. Dined with Capt Maybury on board Brig Juno of Providence. At home rem. of the day.

Sunday March 11<sup>th</sup> Fair weather. Dined with Capt. Norris on board the Mary Ann. Came to my lodgings at 5 P.M.

Monday March 12<sup>th</sup> Cloudy with squalls of rain. At 1 P.M. went to Havana with Mr Elze. It being very showery returned at 4 P.M. not seeing Mr Wade or the Captain of the Schooner I am to take passage with for New-Orleans, but observed the Schooner had hauled from the Quay, therefore presume she is nearly ready.

Tuesday March 13<sup>th</sup> At 6:30 A.M. Mr. Wade came to the Regla and informed me the vessel I am to embark in was ready to sail. Immediately packed up my things and accompanied by Mr Wade went with him in my boat, on board Schooner Tabma. Capt. Davis bound for New-Orleans. At 8:30 made sail from abreast the Quay and at 9:30 A.M. past the Mico Castle. At noon I end by civil computation & commence by Nautical making only 12 hours for this days work.



# From Havana for New Orleans 69

Wednesday March 14<sup>th</sup> 1832 Commences fine breeze, light winds increasing, and the light sails handed. Latter part cloudy with occasional Sunshine. Lat  $24^{\circ} 07'$  Long  $85^{\circ} 26' W$

Thursday March 15<sup>th</sup> A fresh gale from the Northward. Came under short sail. Latter part moderating but the vessel generally very uneasy and laborious. Cloudy so as to prevent an observation.

Lat  $24^{\circ} 31'$  Longitude  $84^{\circ} 20' W$

Friday March 16<sup>th</sup> Begins with the weather more moderate, so that by sundown we were under all sail again. Latter part fresh breezes and passing clouds, with a head brat sea.

True Course  $NW \frac{1}{2} N$  Lat  $25^{\circ} 29' N$  Long  $85^{\circ} 13' W$

Saturday March 17<sup>th</sup> Pleasant weather and fresh Northward breeze. Came under reefed sails during the night. Latter part fresh gales. Saw a schooner standing to the Eastward.

True Course  $WNW$  Lat  $25^{\circ} 08'$  Longitude  $86^{\circ} 57' W$

Sunday March 18<sup>th</sup> Fresh breezes and pleasant weather. Saw a Ship and Brig standing on a wind on the other tack.

True Course  $WNW$  Lat  $26^{\circ} 17' N$  Long  $87^{\circ} 22' W$

Monday March 19<sup>th</sup> Fine fresh breezes and pleasant weather

At 10 A M saw a Brig to windward steering the same

course. True Course  $NW \frac{1}{2} W$  Lat  $27^{\circ} 31'$  Long  $87^{\circ} 45'$

Tuesday March 20<sup>th</sup> Fine breezes and pleasant weather. All sail set and smooth water. At 10 A M saw a Brig steering  $NW$ .

True Course  $N \frac{3}{4} W$  Lat  $29^{\circ} 35'$  Long  $88^{\circ} 02' W$

Wednesday March 21<sup>st</sup> Commences moderate breezes & pleasant weather. At 3 P M saw a Brig steering to the  $WNW$ . At 6

P M sounded in 27 fathoms fine grey sand. Middle part light breezes. At daylight saw a Ship & Brig steering  $WNW$ .

Latter part light airs of wind and fog. At 9 A M sounded in 25 fathoms, fine grey muddy sand. At Meridian took a

Balize Plot from the Pilot Boat Sabella and continued on the true course  $WNW$ . I continue the day by civil computation

which will make 36 hours in this days run. Light winds from

$E \frac{1}{2} E$ . At 3 P M the light on the Balize bore  $N \frac{1}{2} W$  12 miles distant.

At 11 P M anchored in 9 fathoms the Balize light bearing  $N \frac{1}{2} W$ .



# From Havana for New-Orleans.

Thursday March 22<sup>nd</sup> 1832 Commences fine weather and gentle breeze from N.E. At 5 A.M. hove the anchor up and made all sail for the S.W. by S. At 11 A.M. anchored in 7 fathoms the New Light House erecting at the mouth, bearing North 3 miles distant. Latter part of the day calm. In the afternoon went on board Ship Langes of Dutchport (Vre) Capt. Snow, who arrived last night 40 days from Havana.

Friday March 23<sup>rd</sup> Commences calm. At 8 A.M. the Steam Boat Pocahontas came down with Briggs Samuel & John of Boston and Aquila of Portsmouth. After bringing them over the bar, she took over the Ship Augusta of Boston & ret<sup>d</sup> and took the Salma the Sch<sup>r</sup> Eagle of Portland and a Mexican Schooner. At 1/2 past 10 A.M. having the afore-mentioned vessels viz the Ship & Sch<sup>r</sup> Eagle lashed each side and this Sch<sup>r</sup> & the Mexican in tow proceeded under all steam up the Mississippi for New Orleans. At 11 A.M. discharged the Pilot. Same time the Revenue boat boarded us and examined Manifests &c. At 1 P.M. being moderate breeze from C.S.E. the 4 vessels set all drawing sails. Continuing light breeze, being towed at the rate of 4 to 5 miles by the land, by steam. The Capt. of Sch<sup>r</sup> Eagle and a young man by the name of Townsend of Boston Supercargo of the ship dropped astern from the Sch<sup>r</sup> with her boat and came on board being too dangerous to return remained on board the night.

Saturday March 24<sup>th</sup> First part light air and calm and very much annoyed with Mosquitoes & Sand Flies in abundance. At 8 A.M. off Grand Prairie. At Meridian off Johnston's Plantation, and passed Ship Oceana of New York at anchor there.

Sunday March 25<sup>th</sup> Still on the same course. The Steam boat until 11 A.M. when we were cast adrift and hauled in at the foot of Conti Street wharf. After finding that my brother William was in the place called upon him and also met with Mr Josiah Norton an old friend, who resides with Mr John & Mr Leam another old friend.



# At New Orleans

Monday March 26<sup>th</sup> 1832. Morning took my things to the store kept by Mr. Thos. Caldwell. Saw nothing worthy of attention on low land and consequently

Tuesday March 27<sup>th</sup>. At leisure and fair warm weather. Find me here, as also many other acquaintances I have fell in with in my travels.

Wednesday March 28<sup>th</sup>. Fair weather.

Have made several applications none that suits my expectations.

Thursday March 29<sup>th</sup>. Fair weather to be seen worthy of remarks, except which, I may say I never saw equal.

Friday March 30<sup>th</sup>. Fair weather upon anything. Nothing offering to even give me to do the want of a

Saturday March 31<sup>st</sup>. Nothing remarkable gentlemen passing the time.

Sunday April 1<sup>st</sup> 1832. A fair difference in the night & noise.

Monday April 2<sup>nd</sup>. Fair weather.

Capt. Lewis who came out in

Capt. Hill. I also saw yesterday Capt. Smith, Bishop of Providence who sailed the same day that I did from New York, bound here in Brig. Hornet, Capt. Williams.

Tuesday April 3<sup>rd</sup>. Saw my brother William this day, who thinks of returning home soon. Saw Capt. Edw.roughs of New London a fellow passenger from the "Carana" and went with him to his lodgings in the evening.

Wednesday April 4<sup>th</sup>. Squally weather with rain, visited but little this day. Capt. Davis whom I came with from Havana requested me to go with him to Havana from thence to New York but all would receive with him.



## New Orleans (Louisiana)

April 5<sup>th</sup> 1832 A squally rainy day. I went to find my washermen and being to rain hard, lost myself in the streets and after being well drenched & knocking without gaining an admittance, had to take the best place I could, 'til daylight, when friends who came with me to my boarding were thankful enough that I had not perished, altho' most perished.

Sick and ailed all this day in consequence of exposure last night. Took a vomit & doubt of its beneficial effects.

1<sup>st</sup> Fair weather. Saw two young men by from Providence. Remained at home in the evening and night, and enjoyed more at I have before, since my arrival at N. O. (partially) annoyed by the sickness of a friend I believe to be a friend.

2<sup>nd</sup> Fair pleasant weather, and small breezes. In the forenoon took a walk in the part of the City & Suburbs where I preached myself and I found that on examination the whole light burst upon me and I stepped from the time of leaving as if the

occurrence was but of a few hours since; yet as perseverance is my motto, I attribute my endurance it will enable me to triumph over Despair. Retired at a reasonable hour.

Monday April 9<sup>th</sup> Fair weather and small breezes from S.W. Walked down to Steamer Arab and saw my brother William in the forenoon of the day. He promised to meet me in the eve, but did not. Saw Capt Bishop who tells me he thinks he can procure me a situation as Mate of a 1<sup>st</sup> Class Ship.

Tuesday April 10<sup>th</sup> Fair weather. Still unemployed. Saw Capt Wm L Northam who merely passed the hour d'ye with me. Almost broken hearted in a tumultuous city & nothing to do.



# At New Orleans (Louisiana),

Wednesday April 11<sup>th</sup> 1832. Nothing as yet offers for me to do & I cannot make up my mind to any thing in consequence.

Thursday April 12<sup>th</sup> Fair weather. Saw a situation for a book-keeper advertised, which I answered by addressing G. H. through the Post.

Friday April 13<sup>th</sup> Warm & dry weather. Hope to obtain something to do ere long to enable me to discharge my debt of honor which is daily increasing and no visible means of payment.

Saturday April 14<sup>th</sup> Fair weather & dust. In the evening saw my Brother William and conversed with him on my situation.

Sunday April 15<sup>th</sup> In the morning saw William and he let me have five dollars to relieve my present necessities. Got my clothes from the washerwoman that were carried there from the ship on my first arrival with the exception of losing 4 pieces. Went to the Presbyterian Church, Rev. Mr. Clapp Pastor, in the morning & evening, & to the Episcopal Church in the afternoon.

Monday April 16<sup>th</sup> Fair weather. Concluded to write to Mr. J. B. Soule, Mobile, to know if I can get any business there. Wrote him and sent it by mail.

Tuesday April 17<sup>th</sup> Fair weather and nothing to do but wait and look about in hopes of meeting with something to advertise.

Wednesday April 18<sup>th</sup> Saw an advertisement for a Book-keeper. Answered it as advertised by leaving a line for it at the Land-Office.

Thursday April 19<sup>th</sup> Fair weather. Still the same dull course of no employment. In the evening a Capt. Porter of the 1<sup>st</sup> Regt.

Oliver of Mississippi called upon me saying he wanted a first officer for his Regt. that he wished one with whom he could associate, specified his rules & regulations in general terms, and stated also that on his arrival in New York he was to resign the command and I would stand a good chance of superseding him. After I had given my assent to go, he then said, "Mr. Clifford, I will give you thirty five dollars a month and consider it as settled." I told him it was, also, on my part, and he then asked me when it would be convenient to come on. I told him in the morning, & he told me when his vessel would be here & we parted mutually satisfied. I left nothing



## At New Orleans (Louisiana)

Friday April 20<sup>th</sup> 1832. At Sunrise went on board Brig  
Olive to see the Captain and commence duty as 1<sup>st</sup> Officer.  
As Capt. Cooper was not up, waited til 7 A.M. when he  
made his appearance & told me what he wished to have  
done, and that he wished me to hire two men and come  
with them after breakfast, and proceed on with the work.  
Hired 2 accordingly, and in the first place made up the  
Span Sails lying on deck exposed to the weather & tramping  
over, with muddy feet. Afterwards cleared his run taking  
out that which could be got at, which appeared to be  
a depository of the sweepings of the cabin ever since she  
was built. Stowed the after hole and put down all the  
Span Sails. Dined on board with Capt Cooper. After  
Dinner got two of the best Water Casks and stowed  
them away in the after hole and filled them with water  
from Alongside. Received for 32 Bales Cotton from Ogden's Ship.  
Cleaned the deck as well as possible on the larboard side  
and found a scraper under the wood in one place, Brooms in  
another, Hatchet in another, Tar Brushes in another, and so  
on, in like manner, every thing appearing as if the Brig  
had been lying there for some time without any care or  
attention from any one. At a few moments past 12 o'clock,  
the Reverdore's Gang taking in Hides from shore, the Captain  
of the Brig who until that hour had appeared a very  
pleasant agreeable man, asked me from the top of the  
Mast where the men had gone. I told him, why, Sir, Have  
not you paid them for their labor and discharged them?  
No, but the then says, Where is the Reverdore's? I told him  
I believed some of them were still getting Hides on board  
as I had heard himself tell them they must all go below  
that night. I set off the Hides lying on the Hatch and  
now I was to get the Hatches on as I was alone on board. I  
told him I would see the Hatches put on, after the Hides  
were below. He then told me he thought we could not  
agree and I had better go ashore, making my Bill.



## At New Orleans, (Louisiana),

and he would settle it and also gave me much abusive language without a word of provocation, or scarcely one spoken, on my part. I accordingly put on my coat and left the ignorant and intemperate man, conscious of having done more than most men would have done under like circumstances. In the evening he came into the Bar Room of the house where I boarded when I made out my bill for one days services at the rate of \$50 per Month & he paid it. I then asked him what fault he had to find, but he answered nothing, and after giving vent to my thoughts and feelings, left him sitting like a lump of stupidity & pride. Retired to rest well fatigued & disappointed.

Saturday April 21<sup>st</sup> Saw Capt Bishop to day at Mr. L. H. Pale's Gambling Room. He informed me William had left for Mobile. I also related to him the success of his boat with on board the down east King & my determination to return to Providence without something favorable, offered in a few days. He told me as before that if he heard any tidings he would inform me. Warm weather and dust.

Sunday April 22<sup>nd</sup> Fair pleasant weather. Attended church at the Rue St. Charles. But how different this place from the good old customs of New England. Here most of the stores are open till noon & the (I say) thundering all day long - the same as any other day. Yet still, some who have been brought up in the ways of Religion meet at their Houses of Worship amidst all this din of noise & confusion, but they are mostly people from the North.

Monday April 23<sup>rd</sup> Much bustle and stir to day in consequence of the execution of three Thieves, which took place at 5 minutes before 1 P.M. in the Public Square.

The Troops & Military were out & make a very handsome appearance. It was thought by some that there would have been disturbance but none occurred, owing no doubt to so formidable a body of the Military being on the ground. I had a view of the scene from the front of a high building.



St. Louis, Louisiana.

Tuesday April 24<sup>th</sup> 1832. Fair weather & some occasional squalls. No answers to any letters I have written and it is now four weeks I have been here doing worse than nothing. My mind is at times almost crazed in consequence.

Wednesday April 25<sup>th</sup> In the morning when I came to go to my breakfast the landlord Mr Caldwell told me I could not have it there, until I paid something of my Room & Bill. Consequently went without. I then revolved every thing in my mind and finally came to the resolution to sell a Bill if possible, to Mr Tufts, on my father's note & a letter of advice, throwing myself on his goodness, & return home to Providence. Called upon Mr Tufts when I made known my design & he gave me the money for the Bill. Settled my Bill of Board & engaged a passage in Brig George Capt. Turner to sail on Sunday. Mr Caldwell told me I could remain if I chose at his house until that time, free of expence.

Thursday April 26<sup>th</sup> Fair in the day, Rain at night. Packed up my things ready to go on board and to leave forever this detested city of dissipation & vice.

Friday April 27<sup>th</sup> First part of the day fair. In the afternoon took a walk out to that part of the city where I lost myself on the 5<sup>th</sup> inst. as I had left my cloaks there, and had exchanged shirt waist & pantaloons, never having been looked through. Found the house but they swore they knew nothing about it. Started to return about sun set thinking it best to put up with the loss rather than go to more expence. Coming to rain took shelter in a tavern for about an hour & a half or until half past 3 o'clock when I again directed my steps to that part of the city where I lost, etc. I had not walked far when I was knocked down & robbed of all the money I had and every thing else valuable about me. I must have lain in the situation two hours & they most probably left me for dead. When I came to, I found myself lying in the



# At New Orleans (Louisiana)

mud and from the pain must have been struck just above the right temple. Walked to my boarding house as fast as I was able, being about a mile distant, when Mr. Calverell got up and let me in and I found it to be just as I expected.

Saturday April 28<sup>th</sup> 1832. Awoke in the morning in much pain and a severe dysentery upon me, which obliged me to keep my chamber the whole day. An aching pain in my head.

Sunday April 29<sup>th</sup> Fair weather. Arose at 7 AM a little better but yet weak, and the dysentery had upon me. At 10 AM I got my chest and baggage on board Brig George of Providence and went on board myself. The Brig was to sail but the wind blowing on shore could not get away from the wharf. Latter part rain, thunder & lightning. Sailed on board.

Monday April 30<sup>th</sup> Cloudy weather. At 8 AM Capt Bishop came and told me there was a letter for me at Mr. Gale's (Comptrol) Room. Went & got it and found it to be from J. T. Sullivan Esq in reply to mine of the 16<sup>th</sup>. At 3 PM was taken in tow by the Steam Sloop Boat Florida and towed to the lower part of the City & made fast alongside a Louis. Brig. Soon after came on heavy thunder, sharp lightning and copious showers of rain. Still sick with the dysentery. Took a dose of Calomel for my Complaint.

Tuesday May 1<sup>st</sup> At 9 AM was taken in tow by Steam Sloop Boat Florida having alongside of her the English barge London and St. Brig Josepha. Towed several sail in the river bound up. Among the number Sch. Caliban formerly of Providence & Brig Monticello of Thomaston in which I was, dismissed (Dec 5. 1830. At 5 PM passed Fort Mifflin.

At 10 PM anchored in 9 fathoms the Light House bearing) At 11 2 miles distant. Discovered a Runaway Negro secreted in the hold of the Brig. Winds calm.

Wednesday May 2<sup>nd</sup> At daylight the Steam boat towed out the vessels that were alongside of her & returned & took us in tow. At 9 AM discharged Pilot outside the Bar. Proceeded by civil computation & commenced steam by 10 AM.



# From New Orleans, Louisiana

Thursday May 3. 1832. Light air & calms & pleasant weather. At 1 P.M. I left Light House Cove N.E. & 3 leagues distant from which I take my departure. I am still quite weak from the complaint on me but have no doubt of recovery since I have got in a pure atmosphere.

True Course S.E. Lat p. Obs 28° 15' Long W. 88° 11'

Friday May 4. Light winds and very pleasant weather. Saw 2 ships a Barge and two Brigs in company.

True Course E.S.E. Lat p. Obs 27° 52' Long W. 87° 02'

Saturday May 5. First part fine breezes & pleasant weather. Caught a Dolphin. Latter part light variable winds. Several sail in sight & those that were in E. yesterday.

True Course E.S. Lat p. Obs 27° 38' Long W. 85° 57'

Sunday May 6. First part light breezes and pleasant weather. Middle the same. Latter part fine breezes. A Brig only in sight to leeward of the vessels that were in company.

True Course E.S. Lat p. Obs 27° 45' Long W. 84° 02'

Monday May 7. Fresh breezes and pleasant with flying clouds. A head boat sea and the Brig pitching heavily. The little sails have been furled & the fore sails reefed.

True Course S.E. Lat p. Obs 26° 54' Long W. 83° 56'

Tuesday May 8. First part fresh breezes. Middle and latter part moderate and pleasant weather. Rely turned out & light sails set again. I am now perfectly recovered from my late illness, but have no doubt if I had remained in New Orleans it would have terminated fatally.

True Course South. Lat p. Obs 25° 34' Long W. 83° 56'

Wednesday May 9. Moderate breezes from E. & pleasant. Preparing to windward for the Gulf passage.

True Course S.E. Lat p. Obs 24° 20' Long W. 83° 39'

Thursday May 10. Pleasant weather and moderate winds from the Eastward. Preparing to windward.

Nothing worthy of note to remark being as usual in

good weather & sameness from day to day.

True Course S.E. Lat p. Obs 23° 30' Long W. 83° 17'



# for Providence R.I.

Friday May 11<sup>th</sup> 1832. Pleasant weather and moderate breeze. At daylight saw the Island of Cuba bearing South by East. Under light winds beating along the Cuba shore.

True Course N.E. Lat p Obs 23° 11' Long W 83° 06'

Saturday May 12<sup>th</sup> Light winds and pleasant weather. Beating to windward and the Island of Cuba in sight. Saw a Schooner & an Homophrodite Brig. At 10 A.M. passed an homophrodite Brig standing to the S.W. Lat p Obs 23° 22'

Sunday May 13<sup>th</sup> First part light breeze & pleasant weather. Beating to windward with the wind East by North. At 10 A.M. the Homophrodite Brig Cadmus of Rochester (Mass) passed up standing to the Westward.

Several other sail in sight during the 24 hours.

The Cuba shore in sight. Lat p Obs 23° 20' N

Monday May 14<sup>th</sup> Light winds and pleasant weather. Some sail in sight beating up for the passage. Large vessel off the Havana. Lat 24° 05'

Tuesday May 15. Moderate breeze and pleasant weather. The Schooner in sight beating to windward. Three other vessels, ships & ships were to leeward when last seen.

Lat p Obs 24° 50' I consider the Longitude to be 81° 00'.

Wednesday May 16 Gentle gales & fair weather. Caught 2 Dolphins. At 3 P.M. saw the Florida shore. Three ships in sight. At sundown backed off shore. Latter part of day breezy & squally with rain. No observation. Saw the Homophrodite Brig Sea Bird of Newport also beating through the passage. Latitude p Obs 28° 08' Long 80° 31'

Thursday May 17 First part fresh breeze & squally with rain. Middle, now moderate. Latter part fine weather.

True Course N.E. Latitude N 28° 30' Longitude 80° 20'

Friday May 18 First part strong breeze & pleasant weather. Spoke with ship Sea Bird of Newport from New York for Charleston. Latter part gentle breeze & clear weather.

True Course N.E. Lat p Obs 30° 50' N  
Long W 78° 54'



From New-Orleans / Louisiana

Saturday May 19 1832 Commences fresh breezes and cloudy weather. Middle & latter part the same.

No observation Lat & Long 35° 31' Long 77° 14'

Sunday May 20 Strong gales and squally weather. Under reefed sails and latter part lying to under close reefed Main Top-sail.

True Course N. by E. Lat 34° 43' Long 75° 05'

Monday May 21 First part fresh gales & heavy sea and unsettled weather. Middle & latter part more moderate. Made sail with the Wind N. by E.

True Course N. by E. Lat 35° 42' Long 74° 12'

Tuesday May 22 First part strong gales and cloudy weather. Middle & latter part light winds and pleasant weather. Saw 3 Sail in the course of the 24 hours.

True Course N. by W. Lat 36° 30' N. Long 74° 28'

Wednesday May 23 Light winds and pleasant weather. Wind from N. by W. to E. S. E. Hired sail in sight of Sundown.

True Course N. by W. Lat 36° 45' N. Long 75° 06'

Thursday May 24 First part light increasing breezes.

Middle part fresh gales & cloudy weather. Under reefed

sails. At 30 A. M. lay to, under close reefed Main

Top-sail blowing a gale and rainy. Immediately after

the fore course was hauled up, Mr Henry Lockwood

the Mate, went aloft to assist in furling the sail, when

about getting on to the fore-edge of the fore yard, he fell

on down by the fore hatch and was taken up sensibly,

having a deep cut in his head and otherwise injured.

He was immediately taken below and bled & his wounds

dressed as well as could be from the medicines in the

chest. Soon after getting him below and bleeding him he

appeared sensible in some things but shortly after groaned

in extreme pain and relapsed into insensibility. Continued

blowing a gale from the Eastward. Breeze lying to under

close reefed Main Top-sail. Two or three sail past at

True Course N. by E. No Obs. Lat 36° 48' Long 74° 27'



# for Providence P.I.

Friday May 25<sup>th</sup> 1832 First 10 hours lying in a gale of wind & heavy sea from the East & S.E. Latter part a little more moderate. Made some sail. Mr Lockwood lays sleeping but still alive. One Sail in sight.

At 10<sup>th</sup> Commenced Calm Lat 32° 53' Long 74° 10' W  
 Saturday May 26<sup>th</sup> Commenced more moderate & pleasant. Turned the vessel out. At 10<sup>th</sup> set 4 Sails & 1 Flying Sail. A Barque and Schooner in sight. Mr Lockwood still alive but breathes feebly and is cold in some parts. At Meridian sounded in 27 fathoms coarse brown & yellow gravelly sand. All Sail set to the best advantage.

Lat & Obs 39° 37' Long 73° 30' W  
 Sunday May 27<sup>th</sup> First part light breezes & cloudy weather. At 8<sup>th</sup> P.M. Mr Lockwood expired. Middle part fresh breezes from the Northward and heavy rain. Came under close reefed Topsails. At 9 A.M. committed the body of Mr Lockwood to the deep. Latter part stiff breeze, a bad sea and more pleasant. Sounded in 30 fathoms coarse yellow sand and green speckle.

Lat & Obs 40° 12' N Long 73° 50' W  
 Monday May 28<sup>th</sup> Light breezes from North to N.W. and pleasant weather. At 5 P.M. spoke Brig Spanish Fly from Havana of and for Providence. Saw some other vessels. At noon the Agencia about 2 miles ahead.

Lat & Obs 40° 34' Long 73° 50' W

Tuesday May 29<sup>th</sup> (Increasing) breezes and pleasant weather. At 2 P.M. saw the land being the East End of Long Island. At 3 P.M. saw Weather light house. At 6 P.M. off the light with light breeze. At midnight I lay by Nautical Computation and continue the Cruise. At daylight off Bear's tail light with light baffin and red cables. At 4 P.M. drifting near Dutch Island let go the anchor on the South Side about 40 yards from the beach. Put on board the Schooner, Peck and removed a small anchor and hauled off from the shore.



From New-Orleans for Providence R.I.

At 11 A.M. hoisted up and made all sail and started  
up the River with a light increasing breeze from the  
S.W. At 2 P.M. grounded off Pimham, but the tide  
rising at 3 P.M. got off and at 4 P.M. passed into  
the Crook and at Sundown was made fast to the wharf.  
So Ends

Remained in Providence until I commenced  
the Journal on the next page.



Journal commencing at Providence December  
13<sup>th</sup> 1832 for a Whaling Voyage from New Bedford.

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At 10 A M took passage on board Steamer King Philip for Fall River accompanied by my honourable & beloved Mother, and Brother Lewis. At  $\frac{1}{2}$  past Meridian arrived there. Dined at Blake's and immediately after proceeded in the Stage for New Bedford. One passenger in the Stage besides my Mother & Brother Mr J. C. Pifford, who was lately engaged in the Jewellery business in Providence. Arrived at my Brother John Henry's residence at 5 P M and were very cordially welcomed. The weather has been rather cool but not more than ought to be expected at this Season of the Year.

Friday December 14<sup>th</sup> 1832. Cool and pleasant weather. Called in the morning with my Brother J. H. on Mr. Parker and went on board the Ship George lying at the wharf, where I was made acquainted with Captain West, her intended Commander.

Saturday December 15<sup>th</sup> Stormy weather. Mr. & Mrs Parker Mr & Mrs Allen Mr & Mrs H. G. Colby Mrs Heincken & Mr Joshua Richmond dined tea'd & passed the evening at my brother's. Enjoyed myself very agreeably.

Sunday December 16<sup>th</sup> Cloudy, and rain at night. Attended the Rev Mr Dewey's Church Morning & Afternoon Service. Dined and tea'd at Mr Wm H Allen's with my Mother & Brother Lewis & J. H. & wife, and Mr J. Richmond.

Monday December 17<sup>th</sup> Cloudy with rain. At home at my brother's most of the day. Visited the Ship in the morning.

Tuesday December 18<sup>th</sup> Passed my time partly at home & my brother's office at Mr Parker's Counting Room and on board the Ship a few moments.

Wednesday December 19<sup>th</sup> Fair weather. Procured all my little necessities in the course of the day and at 4 P M got my things on board the Ship George and during the



Ship George, N West Master bound for the Pacific Ocean

night the Ship hauled off in the Stream. Passed the evening at home at my brother's where were assembled by invitation a number of ladies & gentlemen mostly of Mr Parker's family including himself and Rudy. This is my last evening at home before departure, and I do not know when I have passed one more agreeably and I shall often recur to it with pleasure. My Brother Lewis took the Stage for Providence at 7 A M <sup>yesterday</sup> morning.

Thursday December 20<sup>th</sup> 1832. Fair weather and light breeze from the Westward. At 11 A M came on board Ship George in the capacity of 3<sup>d</sup> Mate and 1<sup>st</sup> Boat Steerer. Found the 2<sup>d</sup> Mate and crew on board. At Meridian the Captain 1<sup>st</sup> Officer and Pilot came on board and immediately after weighed anchor and made Sail out of the harbor. At 5 P M the wind hauling Southerly & being very light dropped anchor New Bedford Light House bearing W N W 2 miles distant. Furled Sails. The Captain and Pilot went on Shore in the Pilot's Boat. At 8 P M set an Anchor Watch.

Friday December 21 First part light airs from W N W. At 8 A M Captain and Pilot came on board when we immediately got under weigh and made Sail for Sea. At 4 P M the Pilot left us Cutterhank Light bearing at that time E S E. Light increasing breezes and cloudy. At 8 P M Gay Head Light bore N E by E 4 leagues distant from which I take my departure and commence by Nautical computation being but 20 hours in this days Tarry.

Saturday December 22 Commencing at 8 P M Strong breezes from W N W & drifts of snow. At 2 A M single reefed Fore & Mizzen Topsails. At 6 A M single reefed Main Topsail. At 11 A M turned the reefs out & set all S. G. Sail. Latter part cloudy weather with occasional Sunshine. No Observations. True Course S 12° W Lat 1° 20' 39" N Longitude W 71° 25'

Sunday Dec. 23 Strong gales <sup>from NW</sup> and cloudy weather. At 7 P M took in all S. G. Sail. At 6 A M saw a Boston Barque



# Ship Log for Pacific Ocean, a Whaling.

Steering to the North & East. Cloudy & no observation.  
True Course  $S 43^{\circ} E$  Lat  $22^{\circ} 37' 11''$  Longitude  $68^{\circ} 52' W$ .  
Monday December 24 1832. Light winds and cloudy weather  
with squalls of rain. All hands employed fitting Boats.

True Course  $S 60^{\circ} E$  Latitude  $22^{\circ} 36' 30''$  Longitude  $67^{\circ} 13' W$ .  
Tuesday Dec 25. First & Middle part strong gales and  
cloudy weather. Latter part more moderate. Winds from  
 $NNW$  to North. Judge myself to the Southward of the Gulf.  
All hands employed fitting Boats. A happy Christmas  
and a jovial one may it be to my friends left behind.

True Course  $NE \frac{1}{2} E$  Latitude  $35^{\circ} 32'$  Longitude  $65^{\circ} 11' W$ .  
Wednesday Dec 26 First part light winds from  $NE$  and  
clear weather. Latter part strong breeze from  $SW$ .

At meridian saw a school of Black Fish. The 1<sup>st</sup> & 2<sup>d</sup>  
Mates boats were lowered and manned in pursuit.

True Course  $NE \frac{3}{4} E$  Latitude  $p^{th} Obs 34^{\circ} 42'$  Long  $62^{\circ} 16' W$ .

Thursday Dec 27 First part fine breeze and pleasant  
weather. At 1 A.M. the Boats returned along side the 1<sup>st</sup>  
Mates boat having captured one black fish about 20 feet  
in length. This fish is a species of the whale &  
the manner of getting off the boats and taking him is  
similar to capturing a whale. I have therefore an insight  
into the business. This fish made about 40 Blb oil for Ships use.

Middle part light winds from  $NNW$ . Latter part increasing  
breezes. True Course  $S 32^{\circ} E$  Lat  $p^{th} Obs 34^{\circ} 28'$  Long  $59^{\circ} 50'$ .

Friday Dec 28 First part light breezes & pleasant weather.  
Middle part strong breezes. Reefed Fore & Mizzen Topsails.  
Latter part fresh gales and thick weather. Winds West by

True Course  $N 85^{\circ} E$  Lat  $Obs 34^{\circ} 42'$  Longitude  $56^{\circ} 19'$ .

Saturday Dec 29 First part light gales Middle part strong  
breezes. Double reefed Fore & Mizzen Topsails. Latter part more  
moderate. Made all Sail. Lat  $Obs 34^{\circ} 52'$  Long  $53^{\circ} 33' W$ .

Sunday Dec 30 First part light breezes and fair weather.  
Middle & Latter part strong gales with thunder lightning & rain. Came  
under close reefed Topsails. No Observ. True Course  $N 86^{\circ} E$  Lat  $Obs 35^{\circ} 01'$  Long  $50^{\circ} 5'$ .



# Ship George for the Pacific Ocean, & Whaling.

Monday December 31. 1832 All the forenoon fresh gales with rain. Farewell to the Old Year.

No observation. True Course N 87° E. Lat Obs 35° 00' Long 47° 46'  
Tuesday January 1<sup>st</sup> 1833. Strong gales with rain and a large ice. Ship under double reefed main topsail reefed fore course & 1<sup>st</sup> staysail, main & all other staysails.

True Course N 63° E. Latitude p Obs 35° 58' Long 46° 23' W

Wednesday Jan 2 Continued strong gales from the Northwest Eastward with much rain in squalls. At 10 P.M. close reefed main topsail.

True Course E. S. Lat p Obs 35° 47' N. Longitude 45° 15' W

Thursday Jan 3 Continued fresh gales with rain. At 10 P.M. close reefed main topsail. Middle part strong gales with rain. Wind backing to NW. Latter part fresh gales and fair weather. At 4 A.M. made all sail.

True Course S 75° E. Lat p Obs 35° 22' Long 43° 19' W  
Friday Jan 4 Strong increasing gales. Came under close reefed topsails.

True Course E. S. Lat p Obs 34° 45' Long 39° 59' W

Saturday Jan 5 Strong gales from NE and squally weather. Middle part more moderate and pleasant. Winds Northerly. Latter part fair weather and brisk breeze. Broke out & restowed between Decks.

True Course S 58° E. Lat p Obs 33° 22' N. Long 37° 20' W

Sunday Jan 6 First part light breezes and pleasant. Middle & latter part fresh gales from SW. Took in main top 1<sup>st</sup> sail. True Course S 65° E. Lat p Obs 32° 04' Long 36° 14' W

Monday Jan 7 First part squally with rain. Reefed the topsails. Middle and latter part occasional squalls & sunshine. True Course S 50° E. Lat DR 30° 31' N. Long 32° 06' W

Tuesday Jan 8 Light winds & pleasant weather. All hands employed in fitting boats & whale gear & setting up rigging. True Course S 62° E. Lat p Obs 30° 11' Longitude 31° 31' W

Wednesday Jan 9 Light winds & calms & pleasant weather.

True Course S E. Lat p Obs 29° 53' Long W 31° 00'



# Ship George on a Whaling Voyage to the Pacific Ocean

Thursday January 10<sup>th</sup> 1833 Light winds and variable.  
all hands employed on Ships Rigging and Boats.

True Course S 62° E Lat p<sup>r</sup> Obs 28° 48' Long W. 30° 08'

Friday Jan 11<sup>th</sup> Fine breezes and pleasant weather. all hands employed on Ships Rigging. At 10 A.M. got a Lunar Observation by measuring the distance of the Moon & Sun and the Longitude deduced therefrom was 28° 33' W.

True Course S 36° E Lat Obs 27° 16' Longitude by Account 28° 52'

Saturday Jan 12 Fine breezes and pleasant weather. All sail set to the best advantage. Caught a Dolphin.

True Course S 64° E Lat p<sup>r</sup> Obs 25° 27' Longitude 28° 19'

Sunday Jan 13 Moderate breezes and tolerable fair weather.

All sail set to the best advantage, Lower ~~two~~ topmast & three Top G. Steering Sails. Longitude at 10 A.M. by Lunar 27° 24'

Lat p<sup>r</sup> Obs 22° 57' N. Longitude 27° 43' True Course S 12° E

Monday Jan 14 Moderate breezes and fine pleasant weather.

Set up Main Royal Mast, Yard & Sail & set the same.

True Course S 62° E Lat p<sup>r</sup> Obs 21° 41' Longitude 27° 08'

Tuesday Jan 15 Fair pleasant weather. All sail set to the best advantage. Set up Mizzen Top G. Mast, Yard & Sail and set the same. Commenced watch & watch.

Wednesday Jan 16 True Course S 62° E Lat p<sup>r</sup> Obs 19° 31' Long 26° 35'

Wednesday Jan 16 Fine pleasant weather. Watch empty fitting new topmast rigging. Got a Lunar Observation and the Longitude deduced therefrom was 26° 10' at 9<sup>h</sup> 36<sup>m</sup>.

True Course S 22° E Lat p<sup>r</sup> Obs 17° 18' Long W 25° 41'

Thursday Jan 17 Light winds and pleasant weather.

Sail set to the best advantage by the wind. Wind East.

Low clouds around the horizon and every indication

of land. At night shortened sails & lay most of the night

with the Main Topsail aback. Watch employed knitting yarn.

Friday Jan 18 True Course S 62° E Lat Obs 16° 17' Long 25° 10'

Saturday Jan 18 First part light breezes and fair.

Middle & latter part squally with rain thunder & lightning.

True Course S 62° E Lat Obs 15° 25' Long W 23° 55'



Ship George on a Whaling Voyage to the Pacific Ocean

Saturday Jan<sup>y</sup> 19. 1833. First part fair weather with clouds to windward apparently hanging over Hog & Brown two of the Cape de Verde Islands. We have had a strong SW current for two or three days past and as I have not allowed for it find my Longitude to the Eastward of the vessel and as we did not see any of the Cape de Verde Islands that we could confidently call so owing to the clouds and thick squally weather, I have taken a new departure from Brown Island in the Longitude of  $24^{\circ}43'$  judging myself 30 miles to the Westward where in its Latitude. Middle part moderate winds from the ENE and fair weather. Latter part gentle gales and pleasant weather.

True Course South. Lat Obs  $12^{\circ}54'$  Long W  $25^{\circ}13'$   
Sunday Jan<sup>y</sup> 20<sup>th</sup>. First and middle part fine gales and fair weather. Latter part squally with rain. Judge there is a westerly current running about  $1\frac{1}{2}$  miles per hour.

True Course  $SE\frac{1}{2}E$  Lat Obs 00 Lat DR  $12^{\circ}10'$  Long  $24^{\circ}10'W$

Monday Jan<sup>y</sup> 21<sup>st</sup>. First and middle part fresh breezes from ENE and ~~pleasant~~ <sup>cloudy</sup> weather. Latter part strong winds and rainy weather. No observation.

True Course  $SE\frac{1}{2}E$  Lat DR  $7^{\circ}22'N$  Long  $32^{\circ}39'W$

Tuesday January 22. First and middle part fresh gales with rain. Made and took in sail as occasion required. Latter part more pleasant.

True Course  $SE\frac{1}{4}S$  Lat Obs  $4^{\circ}38'N$  Long  $20^{\circ}49'W$

Wednesday January 23. First part pleasant weather and moderate breezes. Middle & Latter part fresh breezes with rain. No observation.

True Course  $SE\frac{1}{4}E$  Lat DR  $2^{\circ}25'N$  Long  $19^{\circ}46'$

Thursday January 24 All these 24 hours light variable winds and pleasant weather. Tacked ship as occasion required. All hands employed in various jobs about the rigging.

True Course South. Lat Obs 00  $51'N$  Long  $19^{\circ}46'$



Ship George on a Whaling voyage to the Pacific Ocean.

Friday, January 25. 1833 Light variable winds & calms and pleasant weather. Saw a Schooner standing to the Westward. All hands variously employed on rigging &c.  
True Course  $S\ E\frac{3}{4}\ S$  Lat Obs  $00^{\circ} 40' N$  Long  $19^{\circ} 55' W$

Saturday, January 26 Light winds and calms and warm pleasant weather. Resecured the Anchors on the bow. All hands variously employed on rigging &c.  
I allow a current setting  $1\frac{1}{2}$  miles p hour to the Westward  
True Course South. Lat  $00^{\circ} 15' N$  Long  $19^{\circ} 33' W$

Sunday, January 27<sup>th</sup> Light air and calms and warm pleasant weather. At sundown saw two sail to the Northward. At Meridian one of the vessels bore  $N\ E$  and the other West. Saw another in company with the one bearing  $N\ E$ .

True Course  $S\ E\frac{3}{4}\ W$  Lat Obs  $00^{\circ} 22' N$  Long  $19^{\circ} 55' W$

Monday, January 28<sup>th</sup> Light breezes and pleasant weather. All sail set to the best advantage by the wind. At 9 A.M. one of the sails astern came up and spoke with us. She proved to be the Whaling Ship Corinthian of and from Bristol R.I. for the Pacific. She sailed from thence about the same time we left New Bedford. Informs that the other ship we saw yesterday in company with him was the Lydia of Portsmouth N.H. for South America. Rigged out the Flying jibboom and sent the Jibb & C. it.

True Course  $S\ W\frac{1}{4}\ W$  Lat Obs  $00^{\circ} 46' S$  Long  $24^{\circ} 26' W$

Tuesday, January 29<sup>th</sup> 1833 Moderate breezes and pleasant weather. Rigged a Sprit sail Yard and hung it under the bowsprit. I allow daily at present a current of  $\frac{1}{2}$  knots p hour setting Westward.

True Course  $S\ W\frac{1}{4}\ W$  Lat Obs  $2^{\circ} 00' S$  Long  $25^{\circ} 47' W$

Wednesday, January 30<sup>th</sup> 1833 Fine pleasant weather and moderate breezes with a smooth sea. All hands employed breaking out Provisions & restoring.  
True Course  $S\ 57^{\circ} W$  Lat Obs  $2^{\circ} 52' S$  Long  $27^{\circ} 08' W$



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Thursday January 31<sup>st</sup> 1833 Fresh breezes and pleasant weather. At daylight saw a Ship standing to the NW. All hands employed restoring in the hold.

True Course  $S 74^{\circ} E$  Lat Obs  $4^{\circ} 35' S$  Long  $W 28^{\circ} 24'$

Friday February 1<sup>st</sup> Fresh breezes from SE & pleasant weather. All sails set to the best advantage on a wind. All hands employed as yesterday.

True Course  $S 40^{\circ} W$  Lat Obs  $6^{\circ} 42' S$  Long  $30^{\circ} 13' W$

Saturday Feb'y 2<sup>nd</sup> Fresh breezes and pleasant weather. All hands variously employed in Ship's duty. Fitted a new pair of  $S T G^t$  Backstays. I now allow 15 miles  $W$  per day.

True Course  $S 40^{\circ} W$  Lat Obs  $9^{\circ} 17' S$  Long  $W 31^{\circ} 37'$

Sunday Feb'y 3 Moderate breezes and fair weather.

This is the forty fifth day since I came on board and as I have been pretty busy and only a few day watches below have not had time to make many observations in my journal. Our boats are now in readiness for taking whales. A man is kept on the lookout at each Mast-head during the day. The boat steers to the Main.

Saw a Ship at daylight standing to the NW.

True Course  $S 24^{\circ} W$  Lat Obs  $11^{\circ} 21' S$  Long  $32^{\circ} 23' W$

Monday Feb'y 4<sup>th</sup> Fine breezes from SE and pleasant weather. Saw a Sail standing to the NW. All hands employed getting up new  $S T$  of mast rigging & setting it up.

True Course  $S 15^{\circ} W$  Lat Obs  $13^{\circ} 37' S$  Long  $W 32^{\circ} 59'$

Tuesday Feb'y 5<sup>th</sup> Fair weather & fine trade wind. All hands employed setting up  $S T$  Rigging &c. Painted over head in the Cabin.

True Course  $S 16^{\circ} W$  Lat Obs  $15^{\circ} 49' S$  Long  $W 33^{\circ} 26'$

Wednesday Feb'y 6 Warm pleasant weather. All hands employed painting Ship at work on rigging &c.

True Course  $S 14^{\circ} W$  Lat Obs  $17^{\circ} 31' S$  Long  $34^{\circ} 16' W$

Thursday Feb'y 7<sup>th</sup> Warm pleasant weather and moderate SE trade winds. All hands at work on rigging and painting Ship. At 10 A.M. Spoke & boarded



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the English Brig, Plata of Whitehaven 15 days from Buenos Ayres for Liverpool. Reported his Longitude by Chronometer to be  $30^{\circ} 50'$ .

True Course South. Lat Obs  $19^{\circ} 18'$  Long  $34^{\circ} 16'$  W

Friday Feb 7<sup>th</sup> Warm pleasant weather. All hands employed painting Ship and at work on rigging.

At daylight Saw a Sail on our lee beam.

True Course South. Lat Obs  $20^{\circ} 06'$  Long W  $30^{\circ} 00'$

Saturday Feb 7<sup>th</sup> 9<sup>th</sup> Warm pleasant weather. Wind S.W. Sail set to the best advantage, in a corner.

At 2 A.M. a Barque passed to the Eastward of us about a mile distant Standing S.E. Latter part wind hauling to the East. Set Topmast Top. & Steering Sails. All hands employed painting Ship & other jobs.

True Course South. Lat Obs  $23^{\circ} 09'$  Long W  $30^{\circ} 00'$

Sunday Feb 7<sup>th</sup> 10<sup>th</sup> Warm pleasant weather and moderate breezes from the S.W. At 2 P.M. saw a Sail ahead, steering towards us. At 6 P.M. she came within hail and proved to be the Brig, Irene of and for Baltimore 14 days from Rio Janeiro. Long by each other until 9 P.M. and Capt West went on board & returned with the Captain of the Brig) who is to take J. S. Shepard (the Carpenter) home he being sick and wholly unfit for the voyage owing to his consumption habits. At 9.30 P.M. the Boat having set the Captain of the Brig) and the Carpenter on board returned, was hoisted up and the Ship filled away on her starboard Tack. My Brother John Henry by the Brig. Good fine steady breezes from North and pleasant weather.

True Course South. Lat Obs  $24^{\circ} 12'$  Long W  $30^{\circ}$

Monday Feb 7<sup>th</sup> 11<sup>th</sup> Fine breezes from N.N.W. to N.W. & pleasant weather. Saw a Sail Standing to the North East. Capt West disposed of the clothing, Chests left by the Carpenter to the highest bidder among the Crew for account taken hereafter concern. True Course S.W. Lat Obs  $26^{\circ} 43'$  Long  $30^{\circ} 50'$  W.



Ship George on a Whaling voyage to the Pacific Ocean.

Tuesday February 12<sup>th</sup> 1833. First part fine breeze from W. N. W. & West and pleasant weather. Middle and latter part Squally, with rain.

True Course S. W. W. Lat Obs 28° 42' Long W 31° 32'

Wednesday Feb. 13<sup>th</sup>. Cloudy weather with rain and occasional squalls. Made & took in sail as occasion required. True Course S. W. W. Lat Obs 30° 00' N Long 33° 21' W

Thursday Feb. 14<sup>th</sup>. Fresh gales and cloudy weather, with rain and squalls. At 12 A. M. carried away the Fore Staying Sail Boom. At Meridian took in light sails and furled M. S. G. Sail. Double reefed the Topsails. Sent down Main, Royal & Mizzen T. Sails.

True Course S. 59° W No Obs. Lat Obs 31° 14' Long 35° 42' W

Friday Feb. 15<sup>th</sup>. First and Middle part Fresh gales and squalls of rain. Reefed the Main Course.

Latter part more moderate and clear weather. Turned the reefs out & set M. S. G. Sail jib & Flying jib. At 8 A. M. took a Lunar Observation by measuring the distance of the Moon from the Sun the Longitude at noon deduced therefrom was 38° 29' W.

True Course S. W. W. Lat Obs 33° 34' Longitude 37° 11' W

Saturday February 16<sup>th</sup>. First part moderate breezes & pleasant weather. Middle part Light winds and variable. Latter part light air & calms. All hands employed in various jobs, reeving new running rigging and painting Ship.

True Course S. E. Lat Obs 34° 42' Long 38° 46' W

Sunday February 17<sup>th</sup>. First part calm & clear weather. Middle & Latter part light increasing breezes from E. S. E. and clear pleasant weather. Set Staying Sails.

True Course S. W. W. Lat Obs 35° 09' S Longitude W 37° 36'

Monday February 18<sup>th</sup>. First part moderate breezes & pleasant weather. Middle part light rain and small breeze from N. E.

Latter part Fresh breezes and rain squalls, took a Lunar count.

True Course S. W. W. Lat Obs 36° 45' S Long 40° 25' W



Ship George on a Whaling Voyage to the Pacific Ocean.

Tuesday February 19<sup>th</sup> 1833 First part Squally rainy weather and unsteady winds. P.M. Got all the Spars from off deck between decks & restored things there. Middle part Small breezes and variable with light rains. Latter part Light winds from NE and foggy weather. Took the Boat from the Stern and lashed her on the try works. No Observation  
True Course S 42° W Lat Obs 37° 20' Long 41° 24'

Wednesday Feb 20. Moderate breezes and foggy weather. All the crew and the Chief Mate and myself took births in the after Cabin, W. Lake the 2<sup>d</sup> Mate took the birth in the foreboard forward after State Room and Parker, Johnson and Fairbanks the Boat Steerer in the foreboard forward State Room, and all men at the Cabin table. No Observation.

True Course S 58° W Lat Obs 38° 20' Long 43° 24'

Thursday Feb 21 Commences increasing breezes from NW. and squally rainy weather. At 3 P.M. took in Steering Sails Flying Jib and Top G. Sails. At 5 P.M. double reefed the Topsails. Middle part Strong gales with rain. At 6 P.M. was boarded by Capt. Cottle of the Whale Ship America of Hudson N.Y. bound home from the Coast of Japan. Wrote my honoured father by this vessel. Latter part. Stiff gales and pleasant weather.

True Course S 46° W Lat Obs 40° 04' Long 44° 24'

Friday Feb 22 First part Stiff gales and pleasant weather. Reefed the Main Course. Middle & Latter part Strong gales & squally weather. P.M. sent down Fore & Mizzen Top G. Masts & Carrels & Riggers and put them below.

True Course South Lat Obs 41° 21' Long W 44° 24'

Saturday Feb 23 Strong gales with squalls & rain

True Course South Lat Obs 40° 55' Long W 44° 24'



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Sunday Feb<sup>y</sup> 24 First part more moderate. At 6 P.M. out reef & tacked Ship. At 10 P.M. tacked Ship.

At 1 A.M. double reefed Topsails & Main Course Middle part Strong gales. Latter part more moderate & pleasant Turned all reefs out & set M.T. & Sail

True Course N.N.W. Lat Obs  $40^{\circ}55'$  Long  $45^{\circ}09'$  Longitude by a Lunar observation at 3 P.M.  $43^{\circ}29'$

Monday Feb<sup>y</sup> 25<sup>th</sup> Commenced pleasant weather and increasing breezes. Reefed the Topsails. Middle part Strong gales. Furl'd Fore & Mizzen Topsails. At 6 P.M. set them again Latter part more moderate & pleasant

Turned some of the reefs out. Longitude by a Lunar  $43^{\circ}41'$

True Course N.N.W. Lat Obs  $40^{\circ}24'$  Long  $45^{\circ}32' W$ .

Tuesday Feb<sup>y</sup> 26<sup>th</sup> First part fresh breezes and pleasant weather. At 3 P.M. took a Lunar observation and found the Longitude therefore was  $43^{\circ}45' W$ . I therefore correct

my Longitude by account by this Lunar. Middle part Strong breeze. Latter part more moderate & pleasant. The

wind still continues from the Westward and a heavy head beat Sea. Lat Obs.  $41^{\circ}20'$  Longitude  $W 44^{\circ}10'$

Wednesday February 27<sup>th</sup> Fresh breezes & pleasant weather.

At 9 P.M. turned all the reefs out & set M.T. & Sail

The water discolored being of a pea green.

True Course S. 68° W Lat Obs  $42^{\circ}09'$  Longitude  $46^{\circ}40' W$ .

Thursday February 28<sup>th</sup> First part squally with

rain, thunder, lightning variable winds and calms

Middle part Strong breeze from S.E. Latter part fresh breezes and a clear atmosphere.

True Course W. S. W. Lat Obs  $42^{\circ}17'$  Long  $49^{\circ}17' W$ .

Friday March 1<sup>st</sup> First part fresh breezes and cloudy weather. Middle part the same wind hauling to the Westward. At 3 P.M. tacked to the Southward

Latter part fresh breezes and pleasant excepting a squall of wind and rain at 10 P.M. Double reefed Topsails

True Course N.W. Lat Obs  $43^{\circ}35'$  Long  $51^{\circ}16' W$



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Ship George on a Whaling Voyage to the Pacific Ocean.

Saturday March 2<sup>d</sup> 1833 Fresh gales & pleasant weather with occasional squalls. At Sunrise James Prime one of the crew while coming in from off the bowsprit fell overboard. Threw aback & cleared away the Starboard boat and succeeded in saving him. Winds from WNW to SW.

True Course SW by S Lat Obs  $44^{\circ} 18'$  Long  $51^{\circ} 55' W$ .

Sunday March 3<sup>d</sup> Commences strong gales from the westward. At 4 P.M. furled the Mizzen Topsails. Bent a new Fore Topsail. Close reefed & furled it. At 6 P.M. reefed and furled Fore Course and hove too under close reefed Main Topsail, F.T. Main, and Mizzen Staysails. Middle part strong gales and cloudy weather. At 6 A.M. wore ship to the NW and set courses & Topsails double reefed. Latter part fresh breezes and pleasant weather. Took the 2 new quarter boats on deck & lashed them over the try works Put the old boats in their places.

True Course South Lat Obs  $44^{\circ} 29'$  Long  $51^{\circ} 55' W$ .

Monday March 4<sup>th</sup> Moderate breezes from West to N.W. & pleasant weather. All hands at work on rigging & other necessary jobs.

True Course S.W. by W Lat Obs  $45^{\circ} 25'$  Long  $53^{\circ} 54' W$ .

Tuesday March 5<sup>th</sup> Fresh breezes from the NW & pleasant weather. Bent a new Fore Course.

True Course S  $24^{\circ} W$  Lat Obs  $46^{\circ} 39'$  Long  $54^{\circ} 35' W$ .

Wednesday March 6<sup>th</sup> Fresh breezes from the WSW & pleasant weather. Cool nights and mornings. At noon under double reefed Topsails.

True Course W. by N. Lat Obs  $46^{\circ} 28'$  Long  $55^{\circ} 49' W$ .

Thursday March 7<sup>th</sup> Fresh gales and pleasant weather.

The ship is now in good order and we have water & watch below and after I get through several little jobs of mending &c I hope to have leisure to make more remarks in my Journal. The wind still holds to the Westward sometimes to the Southward of it & then two or three times to the Northward.

True Course N.W. by N Lat Obs  $44^{\circ} 57'$  Long  $57^{\circ} 26' W$ .



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Friday March 8<sup>th</sup> 1833. Commences fresh breeze & pleasant weather. At 8 P.M. the wind hauled to the Northward and continued increasing til 3 A.M. when it backed to S.W. blowing a severe gale. Shortened Sail as was necessary and at noon took in the close reefed Main Top sail and lay too under Main Staysail. While furling the Main Top sail the Yard parted in the Slings. Secured it aloft til the gale abated. True Course S 49° W. Lat Obs 46° 01' Long 59° 10' W

Saturday March 9<sup>th</sup>. First part blowing a severe gale with a heavy Sea. Wind from S.W. to S.S.W. Sent down Main Top & Yard. Middle part more moderate. Latter part moderate. Made Sail. Sent down the broken S. Yard and rigged and sent up a new one. True Course E. N. E. Lat Obs 45° 46' Long 58° 30' W

Sunday March 10<sup>th</sup> First part moderate & pleasant. Made all Sail. Middle part blowing fresh, reefed again. Latter part severe gales. Lay too under close reefed Main Top sail and Main Staysail. Wind S.W. Variation about East. True Course S.W. Lat Obs 46° 35' Longitude 59° 40' W

Monday March 11<sup>th</sup> Commences severe gales from N.W. At 11 P.M. the water being discolored sounded with 80 fathoms no bottom. Middle part more moderate. Turned some of the reefs out and made sail. Latter part pleasant weather and moderating winds. Made all Sail. True Course North Lat Obs 45° 02' Long 59° 40' W

Tuesday March 12<sup>th</sup> First part fresh increasing breeze from N.W. and pleasant weather. Middle part heavy breeze with rain. Reefed the Top sails and Main Course. Latter part wind moderating made all Sail. Set the Lower Topmast & Top G. Stewing Sails. Wind North & foggy. True Course N. W. by S. Lat. Obs 45° 32' S Long 62° 32' W

Wednesday March 13<sup>th</sup> Fine breeze from the North & North East. pleasant weather and a smooth Sea. Saw several right Whales. Sounded with 80 fathoms no bottom. True Course N. W. by S. Lat. Obs 45° 32' S Long 62° 32' W



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Thursday March 14<sup>th</sup> Fine breezes from the Northward and pleasant weather with the exception of some light squalls of rain. Saw a large number of birds. Caught a Porpoise.

Sounded at midnight no bottom. Sounded at noon and got bottom 75 fathoms, fine black & grey mixed sand.

True Course S W  $\frac{1}{2}$  W Lat Obs  $48^{\circ} 20'$  North. Longitude  $62^{\circ} 05'$  W

Friday March 15<sup>th</sup> First part light winds & calms. Middle and latter part fresh Northwesterly breezes. At  $10^h 40^m$  A.M. took a Lunar Observation & the Longitude deduced therefrom was  $62^{\circ} 51'$  W. True Course S  $\frac{1}{2}$  W Lat Obs  $50^{\circ} 25'$  Long  $62^{\circ} 34'$  W.

Saturday March 16<sup>th</sup> Commences fine breezes & pleasant weather. At  $1^h 40^m$  P.M. took another Lunar Observation and the Longitude deduced from it was  $62^{\circ} 45'$  W. We have steered true South since the first & therefore judge them correct nearly. At 5 P.M. experienced a sudden and tremendous squall of wind accompanied with hail stones. Took in Sail as quick as possible and got the Ship before it and was fortunate to lose nothing but a topmast steering Sail torn to pieces. At 6 P.M. cleared away and continued blowing strong gales from the Westward. Came under Fore Course, close reefed Fore & double reefed Main Topsail & Staysails. At daylight saw the land on our lee beam and quarter which proved to be the Falkland Islands. At 7 A.M. lost sight of them the Western most bearing when last seen N.E. Latter part strong gales and a heavy sea running.

True Course S.W. Lat Obs  $52^{\circ} 37'$  Longitude  $62^{\circ} 32'$  W.

Sunday March 17<sup>th</sup> First part strong gales and a heavy sea. Under close reefed Main Topsail reefed Fore Course Main, Mizzen, & S.T. Staysails. Wind from the Westward. Middle part more moderate & pleasant. Turned the reef out of the Fore Course set Fore & Mizzen Topsails close reefed & reefed Main Course. Latter part fine breezes & pleasant weather. Turned all the reefs out & set jib. Set up the J.G. Yard & set the Sail. Wind from N.E. & N.

True Course S.E. Lat Obs  $54^{\circ} 13'$  Long  $62^{\circ} 00'$  W



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Monday March 18<sup>th</sup> First part fine breeze & fair weather  
Middle & Latter part light Northerly breezes & foggy  
weather. Cleared away sufficiently at noon to enable us  
to get an Observation and find ourselves in the Lat of Cape  
Horn. True Course  $S 18^{\circ} W$ . Lat Obs  $56^{\circ} 03'$  Long  $62^{\circ} 03'$

Tuesday March 19<sup>th</sup> First part thick weather and light  
winds. Middle part increasing breezes from the S.E. Latter  
part foggy and rain. No Observation Lat Obs  $57^{\circ} 07'$  S

Wednesday March 20<sup>th</sup> Strong breezes and thick weather  
Middle part strong gales with rain. Came under reefed  
Topsails. Latter part heavy gales, a large sea with rain  
hail and snow. Lay too under close reefed M. Top sail Fore  
Course and Staysails. (Course 19<sup>th</sup>  $S 13^{\circ} E$  Longitude  $61^{\circ} 36' W$ )

True Course  $N 53^{\circ} W$  Lat Obs  $56^{\circ} 48'$  Long  $62^{\circ} 23' W$ .  
Thursday March 21 First part strong breezes with rain  
& snow squalls. Middle and latter part more moderate  
Made all sail. Killed one of the Floozb.

True Course  $N 61^{\circ} 4' N$  Lat Obs  $56^{\circ} 29'$  Long  $64^{\circ} 39' W$ .  
Friday March 22 First part light winds and fair weather  
Middle part strong breezes and thick weather with rain, hail  
and snow squalls. Latter part moderate breezes and cloudy  
weather with occasional sunshine. Winds from  $S 11^{\circ}$  to  $E 11^{\circ}$

True Course  $S 64^{\circ} E$  Lat Obs  $57^{\circ} 21'$  Long  $62^{\circ} 55' W$

Saturday March 23 First and Middle part strong breezes  
and thick weather with fine rain. Latter part moderate  
breezes and pleasant weather. Set a new Main Top sail  
and Fore topmast Staysail. Winds from  $S 11^{\circ}$  to  $E 11^{\circ}$ .

True Course  $S 62^{\circ} E$  Lat Obs  $57^{\circ} 48'$  Long  $W 61^{\circ} 50'$

Sunday March 24 First part moderate breezes & fair  
weather. Middle & Latter part thick weather with rain  
& fog. Winds from  $S 11^{\circ}$  to  $W 11^{\circ}$ . No Observations.

True Course  $S 14^{\circ} E$  Lat Obs  $58^{\circ} 57'$  Long  $63^{\circ} 20' W$

Monday March 25 First part thick weather & light drizzly  
rain with fresh breezes. Middle & Latter part pleasant with peaking sea  
True Course  $S 16^{\circ} W$  Lat Obs  $59^{\circ} 48' S$  Long  $65^{\circ} 43' W$ .



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Tuesday March 26, 1833. First part light winds from  
W & W. At 5 P.M. tacked to the Northward. Through the  
night calm. Latter part a light breeze from North and  
pleasant weather. Set Lower & T. J. Steering Sail & Main  
T. J. Steering Sail. Several Grampuses playing round the  
Ship during the night. Also saw some Penguins & Spect  
Haglets. The former are amphibious and its body resembles  
a duck. When on the land they stand & walk erect. The  
latter are a bird of the size of a duck and are speckled  
on the wings with white. They are a very pretty sea fowl.

True Course NW  $\frac{1}{4}$  W Lat Obs  $59^{\circ}35'$  Long.  $65^{\circ}26'$

Wednesday March 27. First part increasing breeze from  
SE and fair weather. Middle & latter part strong breeze  
and thick weather. At 8 P.M. Prime & Bill in attempt  
ing to put the Topmast Steering Sail, a new one, over a cap  
the stern, lost it overboard.

True Course NW  $\frac{1}{2}$  W Lat Obs  $58^{\circ}21'$  Long  $70^{\circ}53'$

Thursday March 28. Light variable winds and mostly  
thick weather, with occasional snow squalls.

True Course NW  $\frac{1}{2}$  W Lat Obs  $57^{\circ}57'$  Long W.  $71^{\circ}50'$

Friday March 29. Fresh variable winds from the West-  
ward & thick weather with rain, hail and snow. Came  
under close reefed Topsails. True Course NW Lat Obs  $57^{\circ}57'$

Saturday March 30. Strong gales from the Southward &  
Mistral & squally with snow, rain & hail. At 5 P.M.  
have too under close reefed Main Topsail. T. J. Main & Mizen  
Staysails. At 5 P.M. set close reefed Topsail & reefed

Fore Course. True Course NW Lat Obs  $57^{\circ}32'$  Long  $72^{\circ}52'$

Sunday March 31. First part strong breezes and squally with  
Middle part strong gales and frequent snow squalls.

Latter part more pleasant. Wind hauled to S.E. set T. J. &

M. T. J. Steering Sails. True Course NW  $\frac{3}{4}$  W Lat Obs  $57^{\circ}53'$  Long  $73^{\circ}40'$

Monday April 1. First part light variable winds & calm.  
Middle part moderate winds from SE. Latter part strong breezes  
& squally. True Course SE  $\frac{1}{2}$  W Lat Obs  $57^{\circ}55'$  Long  $74^{\circ}06'$



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Tuesday April 2<sup>d</sup> 1832 Strong gales & squally weather with snow, rain and hail thru 24 hours Wind from N to S E. True Course S W. Lat Obs 58° 32' Long 75° 13' W.

Wednesday April 3<sup>d</sup> Fresh gales and passing clouds thru 24 hours Wind from S E. Turned the reefs out and made all new sail as occasion required. At noon under single reefed Top & M. S. G. Sail, Courses & Stay sails. Turtles Mizen Top sail.

True Course N 70° W Lat Obs 57° 50' S Long 78° 44' W

Thursday April 4<sup>th</sup> Fresh gales from S W to S E and mostly thick weather. Set the Lower S. T. & M. S. G. Stee

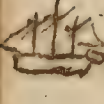
Saily. True Course N W 3/4 W Lat Obs 56° 14' Long 82° 34'

Friday April 5<sup>th</sup> First part moderate breeze pleasant weather. Middle & latter part light winds & calm.

True Course N 21° W Lat Obs 55° 09' Long 82° 20'

Saturday April 6<sup>th</sup> Light airs and calm during the 24 hours. Saw a Sail to the N E.

True Course W N 2° E Lat Obs 55° 04' Long 83° 50' W

 Sunday April 7<sup>th</sup> Fresh breeze from the Southward and squally weather. At 2 P. M. spoke and boarded the French Whaling Ship Mississippi from Harve, three months out.

At 10 A. M. boarded her again and exchanged supplies.

True Course N 6° W. Lat Obs 53° 35' Longitude 84° 20' W

Monday April 8<sup>th</sup> Fine breeze from the Southward and pleasant weather. Set two Lower two Topmast and two J. G. Flying Sails. The French Ship in sight.

Lat Obs 50° 52' S True Course N 6° W Long 85° 12' W

Tuesday April 9<sup>th</sup> First & middle part fine breeze and pleasant weather. Put the Starboard Boat on the cranes and put the old Boat over the bows. Latter part strong gales and flying clouds. Wind from S E to east.

True Course N 32° W Lat Obs 48° 08' Long 85° 27'

Wednesday April 10<sup>th</sup> Strong gales and cloudy weather.

Under double reefed Top Sails. Wind from East. The

Ship has been from 8 to 10 knots per hour. No observation

True Course N 44° W Lat Obs 44° 43' Long 85° 27' W



# Ship George on a Whaling Voyage in the Pacific Ocean.

Thursday April 11<sup>th</sup> 1833 Commences thick weather and the wind moderating and hauling Northw<sup>ly</sup>. At 3 P.M. made all sail. Middle and latter part light airs and calm and foggy weather. At noon cleared away long enough to enable us to get an observation. Watch employed in getting things ready for taking whales.

True Course North Lat Obs  $44^{\circ}16'$  Longitude  $75^{\circ}27'$

Friday April 12<sup>th</sup> Thick foggy weather and light winds. All sail set to the best advantage.

True Course  $N 3^{\circ} W$  Lat Obs  $43^{\circ}17'$  Longitude  $75^{\circ}38'$

Saturday April 13<sup>th</sup> Light winds and foggy weather. At daylight the wind hauling to the Southward set lower T<sup>h</sup> & M<sup>o</sup> & G<sup>l</sup> Flying Sails. All hands employed clearing ship.

True Course  $N 16^{\circ} E$  Lat Obs  $42^{\circ}30'$  Long  $75^{\circ}20' W$

Sunday April 14<sup>th</sup> Moderate breezes and pleasant weather. Took a Lunar Observation by measuring the distance of the Sun & Moon at 11 A.M. and find the Longitude deduced therefrom to be  $81^{\circ}09' W$ . which is a little more than two degrees to the Eastward of my Longitude by Acc.

True Course  $N 6^{\circ} N$  Lat Obs  $40^{\circ}22'$  Long  $83^{\circ}26' W$

Monday April 15 Moderate breezes and pleasant weather with passing clouds. All hands at work on Ships Rigging. Sent up fore & Mizzen Top G<sup>l</sup> Masts, Yards & Sails & set the latter. Sent up Main Royal Mast. Long from Lunar.

True Course  $N 21^{\circ} E$  Lat Obs  $38^{\circ}12'$  Long  $82^{\circ}23'$  }  $80^{\circ}06'$

Tuesday April 16 First part moderate breezes from SE and pleasant. Middle part light breezes. Latter part light lulling breezes from the East inclining North. All hands employed on Ships Rigging &c. Sent up Main Royal Yard and Sail and set the latter. Also sent up fore Royal Mast. Longitude from Lunar  $78^{\circ}35'$

True Course  $N 18^{\circ} E$  Lat Obs  $35^{\circ}11'$  Long  $80^{\circ}52'$

Wednesday April 17 Light airs and calms. Saw a sharp looking Schooner standing on the wind to the North.

True Course  $N 6^{\circ} N$  Lat Obs  $35^{\circ}40'$  Long  $80^{\circ}27'$  }  $77^{\circ}10'$



Ship George in the Pacific Ocean, a Whaling.

Thursday April 18. 1833. Light winds, a smooth sea and fine pleasant weather. Put up Fore Royal and 3 sail and set the latter. Also sent up Mizzen Royal Mast. All hands employed painting ship outside. Saw the appearance of land to the westward which I judge to be clouds hanging over the island of Juan Fernandez.

True Course N E  $\frac{1}{2}$  N Lat Obs  $34^{\circ} 5'$  Long  $79^{\circ} 20'$  <sup>from lunar</sup>  $77^{\circ} 03'$

Friday April 19<sup>th</sup>. Light breezes and comfortable pleasant weather. All hands employed painting ship. One at the Mast heads looking out for Whales. Long from lunar  $75^{\circ} 25'$

True Course N E Lat Obs  $33^{\circ} 36'$  Long  $77^{\circ} 42'$

Saturday April 20<sup>th</sup>. Light westerly winds & warm pleasant weather. All hands employed scraping, planing and varnishing the waist on the starboard side. Long from lunar  $74^{\circ} 18'$

True Course N E Lat Obs  $32^{\circ} 57'$  Long  $75^{\circ} 55'$

Sunday April 21<sup>st</sup>. Light winds and pleasant weather. Four months have passed away since leaving the shores of North America, and have got no Whales but now anxiously look for them. Longitude from Lunar  $73^{\circ} 11'$

True Course N  $87^{\circ}$  E Lat Obs  $33^{\circ} 00'$  Long  $75^{\circ} 38'$

Monday April 22. Light winds and calms & pleasant weather. At Sunrise saw the land to the Eastward.

At 8 A.M. the boats were manned & exercised. Saw two sail to the S.E. Long from lunar  $72^{\circ} 11'$

True Course N  $86^{\circ}$  E Lat Obs  $33^{\circ} 04'$  Long  $74^{\circ} 23'$

Scraped, planed & varnished the waist on the Starboard side

Tuesday April 23. Light wind, and calms & pleasant weather the first part. Middle & latter part. Light breezes & thick foggy weather. Saw 2 sail to the S.E.

True Course S  $84^{\circ}$  E Lat Obs  $33^{\circ} 00'$  Long  $73^{\circ} 45'$  <sup>from lunar</sup>  $71^{\circ} 28'$

Wednesday April 24<sup>th</sup>. First part light breezes and thick foggy weather. Stood to the Eastward til 6 P.M. when we heard the surf & breakers on the shore. Tacked & stood off. Saw a ship bearing W. about 5 miles distant at dark. Saw several Finback & Humpback Whales. Lat Obs  $33^{\circ} 10'$  Long  $73^{\circ} 20'$



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# Ship George cruising for Whales in the Pacific Ocean.

Thursday April 25 1833. Light variable winds & calm.  
Saw several Finback Whales & Schools of Porpoises. One  
Sail in sight to the S.E. All hands employed in various  
jobs in the forenoon and one watch below in the afternoon.

True Course N.W. Lat Obs  $32^{\circ}48'$  Long  $74^{\circ}10'W$

Friday April 26 1833. First part light breezes from S.W.  
and passing clouds. Middle part gentle gales from S.E.  
Saw 1 S. & 1 J.G. Herring. Sails & M. W.G. Herring Sails set  
on the larboard side. People variously employed.

True Course N.W. Lat Obs  $30^{\circ}57'$  Long  $76^{\circ}31'$

Saturday April 27<sup>th</sup>. Moderate breezes and pleasant weather.  
At 4 P.M. spoke and boarded a Chilean Schooner from  
Copiapó for Valparaiso. Crew variously employed. Stowed  
the standing water Butts in the Storage.

True Course N.W. Lat  $28^{\circ}36'$  Longitude  $77^{\circ}01'W$

At 4 P.M. took a Lunar Observation and the Longitude  
deduced therefrom was  $77^{\circ}11'$ . Stowed 4000 lbs of the 24<sup>th</sup>.

Sunday April 28<sup>th</sup> Commences light winds & calms. At 2  
P.M. saw a number of sperm Whales. Landed all the  
boats in pursuit but did not succeed in getting any. At  
sundown hoisted up the boats. Set Boats crew water.  
We are now on Whaling water, and cruise in every  
direction of the compass as circumstances require; it  
is therefore almost impossible to keep a correct dead  
reckoning. I shall therefore put down the supposed  
Longitude daily, and depend upon Lunar Observations  
when obtained. Lay too during the night with light  
breezes. Latter part moderate and pleasant.

Lat Obs  $28^{\circ}19'$  Long  $76^{\circ}40'$

Monday April 29 Fine pleasant weather. Getting every  
thing prepared for Whaling. Lat Obs  $26^{\circ}15'S$

Long -  $75^{\circ}30'W$

Tuesday April 30 Fine weather. Whole S. sprails & M. J.  
Gt Sails set in the day time and at night under short sail  
or lie with the main sprail aback. Lat Obs  $24^{\circ}55'$  Long  $75^{\circ}15'W$



Ship George cruising for Whales in the Pacific Ocean

Wednesday May 1<sup>st</sup> 1833. Winds and weather the same as the 24 hours previous. Lat Obs  $24^{\circ}15'$  Long  $74^{\circ}34'$

Thursday May 2<sup>d</sup>. Fair weather and gentle breezes from E. Steered N E 12 hours. Lay to 12 hours. Bent an old Fore Course and an old Main one and put the new ones in casks below. No whales in sight. Lat Obs  $23^{\circ}25'$  Long  $75^{\circ}23'W$ .

Friday May 3<sup>d</sup>. Moderate S E trade winds & pleasant weather. Caught 2 albies. Bent old Top. G. Sails & jibs and put the new ones in casks below.

Lat Obs  $22^{\circ}39'S$  Long  $73^{\circ}14'W$

Saturday May 4<sup>th</sup> Winds the same as yesterday. Weather a little more cloudy but a dry atmosphere.

Lat Obs  $21^{\circ}50'S$  Long  $71^{\circ}24'$

Sunday May 5<sup>th</sup> Light winds and fair weather. At noon saw the land.

Lat Obs  $21^{\circ}13'S$  Long  $70^{\circ}40'$

Monday May 6<sup>th</sup> Light winds and pleasant weather.

At 3 A M saw a sail and at daylight was boarded from the Ship Ontario, Edward Barnard Master of and <sup>5 months</sup> from Nantucket a whaling. Had taken two Whales equal to 90 Barrels.



Lat Obs  $20^{\circ}28'$  Long  $70^{\circ}30'$

Tuesday May 7<sup>th</sup> Moderate breezes and cloudy weather. No whales in sight. Lat Obs  $19^{\circ}38'$  Long  $71^{\circ}30'$

Wednesday May 8<sup>th</sup> Moderate breezes and fair weather.

At daylight saw a sail to the Northward. Saw several Finback & humpback Whales.

Lat Obs  $19^{\circ}08'$  Long  $72^{\circ}20'$

Thursday May 9<sup>th</sup> Gentle gales and fair weather. At 4 P M spoke a Chilean Brig from Valparaiso for Callao.

~~At~~ Saw Finback & humpback Whales but no sperm.

Lat Obs  $18^{\circ}00'$  Long  $72^{\circ}40'$

Friday May 10<sup>th</sup> Moderate trade winds and cloudy weather. The Chilean Brig in sight. At noon lowered the whale boats in pursuit of Blacktail. Mr. Lake fastened but the line drew. Got nothing. Lat Obs  $15^{\circ}40'S$  Long  $73^{\circ}06'W$ .



Ship George cruising for Whales in the Pacific Ocean  
 Saturday May 11<sup>th</sup> Light S & trade winds and beautiful  
 weather. Saw the land which is very high and mountainous  
 At noon judge it to be about 7 leagues off. We have been  
 at work this week making a new fore-castle hatchway,  
 putting the Camboose forward, Altering the fore-castle &  
 Sunday other jobs to make things more comfortable and  
 to make more room on deck. Lat Obs 16° 16' S Long 73° 50' W  
 Sunday May 12<sup>th</sup> Light S & trade winds and fine weather  
 running along the land within 10 & 15 miles. Lowered the  
 boats for Blackfish but got none. Caught a Porpoise.  
~~Lat Obs 15° 37' S Long 74° 55' W~~  
 Monday May 13<sup>th</sup> Light air and calm and warm  
 pleasant weather. At 4 P.M. all the boats lowered in  
 pursuit of Blackfish. The Capt's boat got two. Chief Mate  
 one & Mate one. Lat Obs 15° 40' S Long 75° 00' W  
 Tuesday May 14<sup>th</sup> Light winds and calm saw Sperm  
 & humpback Whales & Porpoises but no Sperm Whales.  
 Blacked the Ship's Wale and varnished the waist on the  
 Starboard side. Lat Obs 15° 44' S Long 75° 20' W  
 Wednesday May 15<sup>th</sup> Nearly a dead calm the whole day.  
 At night a light breeze. Saw nothing but one humpback.  
 A Schooner (in sight standing) to the Westward.  
~~Lat Obs 15° 36' S Long 76° 00' W~~  
 Thursday May 16<sup>th</sup> Light winds and pleasant weather  
 (At 4 P.M. boarded a Peruvian Schooner from Callao  
 for Atico. Got supplied with a few Potatoes & squashes.  
 Long 76° 25' W. Lat Obs 15° 04' S Long 76° 25' W  
 Friday May 17<sup>th</sup> First part light breezes. Made all  
 sail <sup>at 4 P.M.</sup> along the Coast as it appears there are no Sperm  
 Whales on this cruising ground. Middle part fresh  
 breezes. Latter part strong breezes & flying clouds.  
 Blacked the Ship's Wale on the starboard side.  
 Lat Obs 13° 08' S Long 76° 45' W  
 Saturday May 18<sup>th</sup> Fresh gales and squalls with rain. Under Euph  
 sails most of the 24 hours. At noon saw the Formigas Islands.



Ship George Cruising for Whales in the Pacific Ocean

Sunday May 19<sup>th</sup> Moderate breezes and pleasant weather. Steering for the harbor of Callao. Bent the Chains to the Anchors and got the Anchors on the bow. All hands employed getting things snug ready for going into port. Steered to the North passing a Round Island on the larboard beam and some small Islands to the Starboard. The Main land ahead which in the interior is very high. I should think from its appearance to be about as high as Fogod & some other of the Cape de Verde Islands.

Monday May 20<sup>th</sup> Light windy and pleasant weather. Run down 'til 3 P.M. for what we supposed to be the harbor of Callao but found ourselves mistaken as we are 20 miles to leeward. Hauled close on the wind with our larboard tacks aboard and commenced beating to windward. Find there is a strong E. current. At noon the ~~Plaza~~ Island bore E. & the nearest being about one league distant. Lat Obs 11° 27' S.

Tuesday May 21<sup>st</sup> First part light winds & pleasant weather. All hands employed painting ship inside & tarring down rigging. At 3 P.M. tacked to the S. & W.

Mid part cloudy. Latter part small showers of rain.

No Observation and no land in sight.

Wednesday May 22 First part thick weather Middle and latter part more pleasant. Lat Obs 12° 24' S.

Thursday May 23 Pleasant weather with passing clouds and moderate breezes. Beating to windward for Callao Harbor.

At noon no land in sight. Saw no Whales of any kind.

Watches employed painting ship inside. Lat Obs 11° 59' S.

Friday May 24 Pleasant weather and moderate breezes. At noon saw the land. Watches employed painting ship outside.

Saturday May 25<sup>th</sup> Pleasant weather and gentle breezes.

Stood in and made the Island of Lourenço off Callao Harbor. At daylight the Island bore S. & E. 3 miles distant. At 10 A.M. died away calm and the current setting directly on shore got the boat ahead to tow off. Got a Steam Anchor and



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# Ship George lying in Callao Harbor.

beat on all our small chains ready for letting go. At noon a breeze sprang up from the S.E. when we stood in for Callao Harbor and anchored in 6 fathoms at 5 P.M. Hoisted Sails and made all snug before dark. There are lying here U.S. S. Dolphin Whaling Ship, Iris of New Bedford and Franklin of New Bedford besides other Americans. Also the English Frigate Dublin. I have ended the sea day at noon and continued by civil computation making 36 hours in this days remarks.

Sunday May 26 Fine pleasant weather. Nothing more than urgent and necessary duty done being the Sabbath. The Larboard watch on shore with liberty til Sundown. Monday May 27 Fine weather. The Larboard watch employed in breaking out Corks from between decks and other jobs of Ship's duty. The Starboard watch on shore with liberty til Sundown. Williams Boney was taken up & put in the Calabosa and Prime & the Boy Ben did not come on board.

Tuesday May 28 Warm pleasant weather with little wind. Sent down the Top St. Royal Gangs and mended the Courses & Topsails and lying them under the Boards & scraped and cleaned all the Spars ready for painting. The Larboard watch on shore with liberty til Sundown. Mark & Wiley did not come on board, also Charles (Steward) did not come down to the Boat. After supper the Captain took some hands in the Boat & went on shore to see if he could find the deserter. Found Charles who refused to come on board and after the Captain had attempted to get him on board by ordering him, he refused again and struck the Captain. By the assistance of the Capt. of the Fort & his soldiers, secured him on board the Boat and got him on board and put him in irons. Found that he had an intention of deserting and had agreed to go on board the Frigate Dublin in the capacity of Drummer. One of the Boys who deserted on Monday was seen at Lima.



# Ship Staged lying in Calaca Harbor.

Wednesday May 29. 1833. Pleasant weather. Starboard watch on shore with liberty till sundown. Remainder of the crew employed tarring down rigging & painting ship's spars.

Thursday May 30. Light breeze and fair weather. Starboard watch on shore with liberty. All returned, but Sam Jones (negro) is missing.

Friday May 31. Fair pleasant weather. All hands employed in filling water on shore and getting it off, painting spars &c.

Saturday June 1<sup>st</sup>. Light air and pleasant weather. All hands employed painting spars, filling water on shore and getting it off, blacking the wheels &c. James Primes was apprehended, came on board and returned to his duty. Sailed this day the Sloop of War Salmonth & English Frigate Dublin for Valparaiso. The Belmont arrived the day before. Also sailed Ship Franklin of Nantucket on a whaling cruise to touch at Poyta.

Sunday June 2<sup>d</sup>. 1833. Fine pleasant weather and cool refreshing breezes the latter part of the day. Starboard watch on shore with liberty till sundown. Men Sam & John Smith did not return, or the other deserters Willey, Tibbitts & Jones.

Monday June 3<sup>d</sup>. 1833. Fine pleasant weather and fresh sea breezes. All hands employed in stowing water in the hold, blacking the wheels on the Starboard side, repairing sails &c. None of the deserters returned. Sailed Ship Fair of New Bedford.

Tuesday June 4<sup>th</sup>. 1833. Light breezes and pleasant weather. All hands employed binding sails to the Yards and sending Top G<sup>l</sup> & Royal Yards aloft and getting the ship in order for sea. Arrived Ship Lucia of Nantucket.

Wednesday June 5<sup>th</sup>. 1833. Light breezes and hazy weather. All hands employed filling and getting in readiness the boats for whaling and in getting things in order for sea. None of the deserters returned.

Thursday June 6<sup>th</sup>. Fresh breezes the most of the day & hazy weather. None of the men who deserted have returned.

Friday June 7<sup>th</sup>. Fresh breezes & cloudy weather. All hands employed beating off potatoes. The Captain took Jones from the Calaboso & he returned to his duty on board. Nothing further heard of the men deserted tho it is probable the Peruvians on shore could soon find them could they have more money than they are worth.



# Ship George lying in Callao Harbor.

Saturday June 8. Fresh breeze & pleasant weather. Stowed things away and got completely ready for Sea. The Captain went to look for the runaways & detected & apprehended Willey at a farm house near Lima. He came on board and was put to his duty. Two men by names of Hugh Morris & Abner Twining were shipped and came on board. The United States Schooner Dolphin Lt Com Gregory sailed for leeward.

Sunday June 9 Light Northerly winds and cloudy weather. An Indian by the name of John Williams was shipped and came on board. Ship ready for Sea waiting a wind. Arrived Ship Hellsport of Boston last from Valparaiso bound hence to leeward & the Sandwich Islands.

Monday June 10 Light air & calms & cloudy weather. At noon of this day I recommence by Nautical computation beginning the Sea day at noon.

Tuesday June 11<sup>th</sup> 1833. Commences with a light breeze from the NE and cloudy weather. At 3 PM weighed anchor and made sail and proceeded to beat out to Sea, in company with a French Brig bound to Paita. At 5 PM the West end of the Island of San Lorenzo bore SE. After sundown calm & continued so the rest of the 24 hours.

Wednesday June 12<sup>th</sup> 1833. Fair & light breeze from the SE. At 6 PM the Island of San Lorenzo bore SE 7 leagues distant. Middle & latter part fine breeze & fair weather. Went the cables & stowed the anchors on the bows. Lat Obs 11° 37' S.

Thursday June 13 Clear weather and light winds. Saw Finback Whales and Black fish. Lat Obs 10° 25' S.

Friday June 14 Light winds and a heavy atmosphere. Saw Finback & Humpback Whales & Black fish. Lat Obs 9° 04' S.

Saturday June 15 Light winds & pleasant weather. Saw a Ship standing in toward the land. At 2 PM saw the Land. At 5 PM steered off W. from it. Saw Finback & Humpback Whales. Lat Obs 8° 29'



Ship *Albatross* cruising for Whales in the Pacific Ocean.

Sunday June 16. 1833. Light winds & pleasant weather. Running to the westward under easy sail during the day and short sail at night. Saw Blackfish & Finbacks. Lat Obs  $7^{\circ} 46'$

Monday June 17 Fresh breezes and fair weather. Saw Finbacks and Blackfish. Steering as yesterday. Lat Obs  $7^{\circ} 34'$  Long  $83^{\circ} 30'$

Tuesday June 18 Strong trade winds & fair weather with flying clouds. Saw Blackfish. Lat Obs  $7^{\circ} 04'$  Long  $85^{\circ} 00'$  W

Wednesday June 19 Strong breezes and fair weather. Saw nothing. Lat Obs  $5^{\circ} 24'$  Long by Chronometer  $87^{\circ} 40'$

Thursday June 20 Fresh trades and squally weather. Saw Blackfish & 1 Finback Whale. Lat Obs  $5^{\circ} 41'$  S Long by Chron  $86^{\circ} 45'$

Friday June 21 Strong trade winds and squally weather. Saw Blackfish. Standing to the N & under easy sail.

Lat Obs  $4^{\circ} 44'$  S Long  $86^{\circ} 10'$  W

Saturday June 22 Strong trade winds and squally weather. Standing on the wind under easy sail looking for Whales. Saw Blackfish. Lat Obs  $5^{\circ} 14'$  S Long  $87^{\circ} 11'$  W.

Sunday June 23 Strong trade winds & occasional squally. Steering under easy sail looking for Whales toward the Galapagos Islands. Saw Blackfish but no whales. Lat Obs  $4^{\circ} 40'$  S Long  $88^{\circ} 00'$  W

Monday June 24 Light trade winds & fair weather. At 5 P.M. took a Lunar Observation by measuring the distance between the Sun & Moon and Longitude deduced was  $88^{\circ} 08'$  W and at the same time Longitude by Chronometer was  $88^{\circ} 02'$  W. Saw nothing. Lat Obs  $3^{\circ} 52'$  S

Tuesday June 25 Light trade winds & mostly fair weather. Saw nothing. Lat Obs  $2^{\circ} 34'$  S Long  $87^{\circ} 53'$  W

Wednesday June 26 Light winds and squally weather with light rains. Saw 3 or 4 Schools of Porpoises but not a blow of a Sperm Whale. Lat Obs  $1^{\circ} 24'$  S Long  $88^{\circ} 10'$  W Chron

Thursday June 27 First part squally with rain. Middle and latter part pleasant weather and fresh S.E. trade winds. Saw Porpoises & Blackfish. Lat Obs  $1^{\circ} 12'$  S Longitude by Chronometer  $89^{\circ} 15'$  W



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# Ship George cruising for Whales in the Pacific Ocean.

Friday June 28 Commences pleasant weather & brisk trades. At 1 P.M. saw two of the Gallapagos Islands, Chatham Island bearing N.W. and Hood, Island S.W. At 5 P.M. squared away and run down for the latter Island. At 8 P.M. anchored in 15 fathoms in Gardner's Bay. At 4 A.M. the three Boats with their crews went to the shore to search for Terrapin. At Meridian I continued the day by civil account. At Sundown the Boats returned with 47 Terrapin. A Ship in the offing beating up for the anchorage.

Saturday June 29 Light winds and warm pleasant weather. At 4 A.M. the three Boats went to the shore about 4 miles to the Westward to look for Terrapin. As I went myself I will note down the Cruise. At 6 A.M. we landed and immediately started off for a high mountain about 6 miles off over ledge of rocks & through briars & brambles. At about 10 A.M. 8 of us started to return with our first load. We came to the shore to the Westward of a point that formed the Bay where the Boats lay about a half mile distance. Being very hot and the middle of the day we were all well exhausted and for myself I started off the skin from the Lion on my back which set it to bleeding and I did not reach the place where the Boats lay, 'til 1 P.M. when the party had got their dinners and gone on a second cruise. At about an hour after Sundown got all the party together except Samuel Jones (a black) who could not be found. Got alongside the Ship about 9 P.M. and as fatigued as I ever was in my life. Ship Trident Capt. Stetson of New Bedford with 2500 Bbls oil arrived here in the morning and their Boats also came to the same place for Terrapin. This Ship belongs to the same owners as the one I am in, and is near 24 months from New Bedford. Brought off 92 Terrapin about two thirds of them small ones that is from 9 to 15 inches long and 4 to 11 inches wide; the remainder were from 2 to 3 feet long and 12 to 13 inches wide. Saw Jones a black was not to be found when the Boats came off.



Sunday June 30<sup>th</sup> 1833 Fine weather and fresh breezes. One of the Boats went ashore opposite the Ship and the other two went to the same place they were at yesterday, in search of Jones. Could not find him therefore returned at Sundown bringing 35 Terrapin. Lost Mr. Linslan the Cooper from the other Boat not being any where within hail at Sundown.

Monday July 1 Cloudy weather. At Sunrise the Boats were on shore in search of the absent men &c. At 3 P.M. the two Boats returned from the leeward beach having found Jones who had got lost among the rocks & mountains & also brought off with them 22 Terrapin. At Sundown the other boat returned bringing Mr. Linslan, Cooper, who had also got lost.

Tuesday July 2 Commences squalls with rain. At 4 A.M. have short stay afloat and at Sunrise weighed anchor and made sail for Charles's Island in company with the Trident. At 3 P.M. came to an anchor in Essex Bay at Charles's Island in 9 fathoms water. Also Ship Trident anchored here to repair and recruit. Part of the crew with one of the Boats went to the shore to look for Terrapin but returned at Sunrise without any. A Boat came alongside the Trident from the shore.

Wednesday July 3 Most of the day squally. Some small showery of rain. At daylight the Boats went after Terrapin. At Sunrise the Captain of the Trident & Capt West went to the Settlement at Black Beach. This Island is now inhabited by about 150 Settlers mostly Norwegians from Grayville and a few English Adventurers. They have about 120 Acres of land cleared for cultivation on the South Side and raise potatoes, pumpkins & other vegetables with little labor. It is but a short time since they commenced here & should they continue and succeed in their business it will be in a few years a desirable port for Whalers to recruit at. There is plenty of good water to be had here and they are fixing a plan to lead it from the mountains to the beach. At 5 P.M. the Boats returned with 41 Terrapin. At 8 P.M. the Captain returned from the Settlement which village is called Floriana. At 11 P.M. a Boat came bringing pumpkins & water melons. Also brought a man by name of John Jones and took off Shore Thomas ~~who~~ who was discharged on account of ill health. 7122



Thursday July 4. 1833. At daylight hoisted Mast and at 7 A.M. weighed anchor and proceeded for Sea to cruise for Whales which may God send us. At noon Charles's Island bore E by N 4 leagues distant. This is the 57<sup>th</sup> Anniversary of American Independence, which we noticed by hoisting our colors and firing 4 Muskets. At noon I began again Sea and

Friday July 5 First part moderate breeze & pleasant weather. Steering on the wind to the S.W. Saw several Schools of Porpoises & one Finback Whale. Latter part squally weather  
Long 91.06 Lat Obs 2° 14' S.

Saturday July 6 Strong winds & squally weather. Ship heading from S.W. to South. Saw nothing. Lat Obs 3° 26' S.

Sunday July 7 Strong winds & squally weather. Still on the same tack as yesterday. Most of the time Top & 1<sup>st</sup> sail 9348 furled and Topsails double reefed at night Lat Obs 5.11  
Saw nothing. Longitude by Chronometer 95.00

Monday July 8 Strong winds and squally weather. Same course as yesterday. Saw one School of Porpoises.  
Lat Obs 6° 31' S

Tuesday July 9 The same kind of weather & winds as the previous 24 hours. Saw three Finback Whales.  
Longitude by Chronometer 96° 35' Lat Obs 7° 32'

Wednesday July 10<sup>th</sup> Strong winds from S.E. Steering to the South. Saw nothing. Lat Obs 9° 19' S.

Thursday July 11<sup>th</sup> Strong winds from the E & S.E. & squally. Saw Finbacks. Lat Obs 11° 01' S. Longitude 97° 12'

Friday July 12<sup>th</sup> Strong trades & squally weather. Standing to the Southward under Courses & Topsails Lat Obs 12° 54'

Saturday July 13<sup>th</sup> Strong winds and squally. Tacked and stood to the N.E.

Sunday July 14<sup>th</sup> Strong trades & pleasant weather. Steering to the N.E. Saw nothing Lat Obs 11° 01' S Long 98° 30'

Monday July 15 Strong winds & occasional squalls. Breaking out the lower hole and taking provisions on deck & cooping it. Saw Finbacks. Lat Obs 10° 37'

Tuesday July 16. Strong breezes & squalls. Saw nothing. All hands employed cooping & stowing down provisions  
No observation.  
91.55



Wednesday July 17<sup>th</sup> 1833 Strong winds & squally weather.  
Steering to the E N E on the wind. Saw Blackfish & Sperm  
Lat Obs 90° 05'

Thursday July 18<sup>th</sup> Strong winds and squally weather. Steering  
88° to the E. on a wind. Took in the Starboard Boat &  
put a new one in her place. Saw Blackfish. Lat Obs 8° 46'

Friday July 19<sup>th</sup> Strong winds & squally. Standing to the E.  
85° on a wind. No observation. Long by Chronometer 91° 12'

Saturday July 20<sup>th</sup> Light breezes & fair weather. Beating to  
windward. Saw Sperm & Blackfish. Lat Obs 6° 52' S

Sunday July 21<sup>st</sup> Moderate breezes and fair weather. At 1 P.M.  
saw Sperm whale. First seen from the ship by Mr. Lake.

Did not lower the boats. At 7 A.M. Mr. Lake saw Sperm  
whales from the main, also a Phil. At 8 A.M. lowered  
the three Boats in pursuit. At 11 made out the ship  
to be the Clarkson, Capt Bunker of Nantucket whose  
boats were also lowered in chase. At Meridian the Boats  
came alongside and were taken up. Capt Bunker of the

85° 30' Ship Clarkson came on board. He is 35 months out with  
2500 Bbls Oil last from Callao. Lat Obs 6° 12' S Long 89° 30'

Monday July 22 Fresh breezes and hazy weather. At 1 P.M. Mr.  
Lake raised a whale on the lee beam. The three Boats were  
lowered in pursuit as also the Clarkson's Boats but returned  
at Sundown unsuccessful. Mr. Sherman's or the larboard  
Boat got near enough to be about to strike when the whale  
struck the Boat with his fluke & damaged her slightly. At  
Sunrise Mr. Lake <sup>and Bunker</sup> raised a School of Whales cows & calves. At  
7 A.M. the Boats lowered in pursuit as also the other ships  
Boats. The whales being what is called galleyed or frightened  
the Boats could not get near enough to strike. At 2 past  
10 A.M. the Boats came alongside & were taken up, the whales  
having gone to windward at the rate of 10 knots.

Lat Obs 5° 31' S Long 89° 30' 26.00

Tuesday July 23 Fresh breezes and hazy weather. At 7 P.M.  
parted company with the Clarkson, Capt Bunker, he steering  
to the South & our ship to the E N E on the wind. Saw  
nothing but a school of Blackfish.

Lat 5° 16' 34.30  
Long 91° 01' 85.20



Wednesday July 24. 1833. Fresh breezes & a cloudy atmosphere  
84.50 Steering to the E. N. E. on the wind. Saw nothing. No Obs.  
Thursday July 25. Fresh gales & squally weather. At 11 A.M.  
spoke & boarded Ship Factorus of Fairhaven Capt. Grinnell  
who sailed the middle of January. Had taken no Oil.  
83.40 Saw Porpoise Finbacks & Black fish. Lat 5° 13' S.  
Friday July 26. Fresh gales & squally with rain. Saw  
83.50 Finbacks & Blackfish. Looked for Blackfish but none.  
Saturday July 27. Fresh gales? Lat 5° 31' S.  
83 and cloudy weather. Saw two Finbacks. Lat Obs 7° 09' S.  
Sunday July 28. Cold boisterous weather & fresh gales. Saw  
82.50 one or two finbacks. At 11 A.M. spoke & boarded Ship  
Sarah Capt. Barney of Nantucket 36 months out with  
2400 Bbls Oil. Lat Obs 6° 21' S Long by Chronometer 91° 33'  
Monday July 29. Moderate breezes and a cloudy atmosphere  
82.20 The Ship Sarah in sight to leeward. Saw Blackfish  
Steering to the Eastward on the wind Lat Obs 8° 41' S.  
Tuesday July 30. Moderate breezes and thick atmosphere  
82 The Sarah in company. Saw Finbacks & Blackfish.  
Lat Obs 5° 18' S Long 83° 00' W.  
Wednesday July 31. Moderate breezes & a heavy atmosphere  
81.40 latter part occasionally foggy. The Sarah in company.  
Capt. Barney came on board for a couple of hours in the  
afternoon. Still steering to the Eastward by the wind.  
At 10 A.M. saw the land near Payta ahead distant  
8 leagues. Saw no whales or Blackfish Lat Obs 5° 03' S.  
Thursday August 1<sup>st</sup>. Fair weather and fine breezes. Standing  
in toward the harbor of Payta. Passed a hermaphrodite Brig  
& Schooner just come out. At 4 P.M. passed a Barge just  
out from the harbor & saw a Ship following after her. Stopped  
down & spoke the Ship which proved to be the Averick Capt.  
Cheever & the Barge the Derby of Salem which Capt. Cheever  
formerly commanded. Stood off and here too & Capt. West  
went on board the Averick. It appears that Captain Swain the  
former Captain of the Averick died about a month since at Payta  
in consequence of which the Ship's whaling voyage was broken up  
and Capt. Cheever was appointed Master of her by the American Consul  
who is to procure a freight for her to the United States and is  
now bound to Valparaiso to take it in. The Ship is



owned by the Owners of this Ship. At 9 P.M. Capt West  
came on board. Stood off til 6 A.M. & tacked in shore.  
Found the Chronometer to be about 7 degrees to the Westward.  
At noon Payta Head bore East 7 leagues distant. Lat Obs  $5^{\circ}03'S$ .  
Friday August 2. 1833. Moderate breezes & fair weather. Stood  
in for the harbor of Payta & lay off & on. At 11 P.M. the Capt  
went on shore and returned shortly after Sundown. Ship  
Golconda Capt Covell also off the harbor. Stood off during the  
night. At daylight tacked in. At 7 A.M. Captain went on shore  
Lying off & on the harbor of Payta.

Saturday August 3 First part fair weather. At 4 P.M. the boat  
returned alongside without the Captain he being detained in  
consequence of not being able to find 3 of the boat's crew viz  
Hamblet B Taintantis Elisha D Thomas & John Williams. At  
Sundown the Captain came on board in the Golconda's Boat  
not being able to find the men. Stood to the S.W. on the wind  
under short sail during the night in company with Ships India  
& Golconda of New Bedford. At Sunrise took on board 20  
Bbls Beef & 4 Casks bread from the India, being provisions left  
by the Arctic. Latter part moderate winds & thick weather.  
Land near Payta in sight. — Lat Obs  $5^{\circ}09'S$ .

Sunday August 4 Thick weather & moderate breezes. Steaming  
to the S.W. by the wind. At 8 P.M. wore ship to the East.  
At 9 A.M. the Capt had information from the Cook that the  
Steward James Denby had had an intention of poisoning him.  
In consequence of which the Capt had the Steward put in  
double irons & the crew called aft and severally questioned as  
to what they knew concerning it & from the evidence given he  
thought it best to continue him in irons & to send him to the  
United States. Bore fair weather. Two Ships in sight.

Land near Payta in sight. Lat Obs  $4^{\circ}54'S$ .  
Monday August 5. First part moderate breezes & pleasant weather.  
Ships Golconda & Pacific of New Bedford in company. The Capt  
of the Ships spent the afternoon on board. At night shortened  
sail & stood to the S.W. on the wind. At 5 A.M. tacked  
& made all sail. Latter part thick weather. Saw Finbacks  
& Grampuses. Lat Obs  $4^{\circ}55'S$ .  
Payta Point E.S.E.



Tuesday August 6. 1833 Moderate breezes & fair weather.  
James Prime was taken as Steward for the Cabin. At night shortened  
sail & stood by the wind to the S.W. At daylight made all sail  
Latter part cloudy weather. Saw Pintacks Lat  $5^{\circ}40' S$ .

Wednesday Aug 7 Thick hazy weather and moderate breezes. Steer-  
ing by the wind with a good look out for whales. Saw Pintacks  
& Blackfish Lat Obs  $5^{\circ}41' S$ . Thursday Aug 8<sup>th</sup> Cloudy  
weather & fresh breezes. Steering by the wind. At 11.30 A.M.  
fell in with Ship Golconda Capt. Covell of New Bedford. Capt  
West went on board of her and both Ships stood in for the land  
Payta Head in sight from deck. Lat Obs  $11^{\circ}58' S$ .

Friday August 9<sup>th</sup> 1833 Fine  
weather and fresh breezes. At 5 P.M. being off Payta Harbor  
Capt came on board & immediately after went on shore in the  
Golconda's boat and lay off & on the harbor with the Ship. At  
8 P.M. Capt came on board & we stood off shore. At 2 it at-  
tacked and stood in. At 10 A.M. tacked and stood off & on the  
harbor. Captain went on shore. Crew employed scraping and  
scurvishing the waist.

Saturday August 10<sup>th</sup> 1833 Fresh breeze  
and fair weather. Lying off & on the harbor of Payta. At 3 P.M.  
the Boat came alongside bringing Fairbanks, Thomas & Williams  
who deserted on the 3<sup>rd</sup> inst having been apprehended & lodged in  
the Calabrosa by the Police on shore. At 4 P.M. the Boat returned  
for the Captains. At Sundown Capt came on board. Stood off from  
the land in company with Ship Golconda. At 2 A.M. tacked in shore.

At noon off Payta distant 12 miles.

Sunday August 11<sup>th</sup> 1833. First part fair weather & fresh breezes. At  
3 P.M. James Dinty was set on shore at Payta Point, the Captain con-  
cluding to give him his liberty. Stood to the S.W. by the wind.  
Saw Blackfish & porpoises. Latter part cloudy weather. No Obs.

Monday August 12 Light breezes & cloudy weather. Steering by  
the wind to the S.W. Saw Blackfish & Pintacks. Parted  
company with Ship Golconda. Lat Obs  $5^{\circ}40' S$  21.45

Tuesday August 13 Gentle breezes and fair weather. Steering by  
the wind to the S.W. Saw Pintacks & Blackfish. Mending  
and repairing sails. Lat Obs  $5^{\circ}07' S$  22.20

Wednesday Aug 14 Pleasant weather and gentle breezes. Steering by  
the wind. Saw Pintacks & Blackfish. Mending & repairing sails.

(Continued on another book) 23.13 Lat Obs  $5^{\circ}42' S$ .



1836 Continuation of Thermo. Observ<sup>ns</sup> <sup>last page</sup> bright black

February		Therm.	Bar.	Wind	N. Latitude	W. Long.
20	Sunday	36"	33	32	34° 08'	74° 20'
21	Monday	24	30	30	34° 10'	74° 20'
22	Tuesday	31	34	35	Off Baiting.	
23	Wednesday	39	40	30	Off the Highlands of	

Arrived at New York.



The Palm with three  
Branches



= next leaf

Continuation of Therm<sup>al</sup> Observ<sup>ns</sup> brought back, from =

1830		8 A.M.	Meridian	4 P.M.	N Latitude	W Longitude
Dec <sup>r</sup>	12 Sunday	71°	72°	72°	32° 08'	65° 43'
	13 Monday	67	70	70	32° 09'	made Bermuda
	14 Tuesday	67	69	68		in Georgetown, Bermuda
	15 Wednesday	66	68	67		
	16 Thursday	67	69	67		
	17 Friday	67	70	68		
	18 Saturday	68	69	68		
	19 Sunday	70	71	70		
	20 Monday	70	69	68		
	21 Tuesday	70	71	69		
	22 Wednesday	70	73	72		
	23 Thursday	68	70	69		
	24 Friday	67	68	67		
	25 Saturday	67	72	70		
	26 Sunday	69	74	73		
	27 Monday	69	69	68		
	28 Tuesday	70	74	72		
	29 Wednesday	68	72	65		
	30 Thursday	67	70	68		
1831	31 Friday	66	67	66		
Jan <sup>y</sup>	1 Saturday	66	68	65		
	2 Sunday	65	67	65		
	3 Monday	66	68	66		
	4 Tuesday	67	69	66		
	5 Wednesday	68	70	69		
	6 Thursday	67	68	67		
	7 Friday	67	69	66		
	8 Saturday	66	76	69		
	9 Sunday	69	76	69		
	10 Monday	68	72	67		
	11 Tuesday	65	68	66		
	12 Wednesday	68	74	71		
	13 Thursday	65	68	66		
	14 Friday	61	76	70		
	15 Saturday	70	70	68		a gale of wind



# Continuation of Therm<sup>l</sup> Observ<sup>ns</sup>

1831	8 A.M.	Meridian	4 P.M.	In Georgetown Bermudas.	
Jan <sup>y</sup> Sunday 16	64	64	64		
Monday 17	58	62	59	"	"
Tuesday 18	58	62	58	"	"
Wednesday 19	56	63	61	"	"
Thursday 20	60	65	64	"	"
Friday 21	63	74	68	"	"
Saturday 22	66	68	66	"	"
Sunday 23	62	65	63	"	"
Monday 24	60	74	60	"	"
Tuesday 25	60	64	63	"	"
Wednesday 26	58	62	60	"	"
Thursday 27	58	64	62	"	"
Friday 28	60	69	65	"	"
Saturday 29	66	69	64	"	"
Sunday 30	66	70	64	"	"
Monday 31	68	70	66		
Tuesday Feb <sup>y</sup> 1	65	68	69	Latitude	Longitude
Wednesday 2	66	66	64	31° 56'	64° 16'
Thursday 3	62	64	63	31° 23'	63° 50'
Friday 4	63	68	64	30° 51'	64° 38'
Saturday 5	66	66	66	30° 42'	65° 32'
Sunday 6	66	66	65	30° 41'	66° 09'
Monday 7	67	71	70	29° 46'	67° 18'
Tuesday 8	69	69	67	30° 01'	68° 39'
Wednesday 9	67	68	62	30° 58'	69° 19'
Thursday 10	59	56	56	31° 42'	69° 26'
Friday 11	58	63	54	32° 17'	70° 07'
Saturday 12	57	62	61	31° 26'	71° 16'
Sunday 13	58	57	56	32° 21'	72° 03'
Monday 14	55	54	55	32° 40'	72° 55'
Tuesday 15	56	59	56	32° 31'	74° 18'
Wednesday 16	62	62	59	33° 30'	74° 47'
Thursday 17	52	51	48	35° 40'	74° 55'
Friday 18	57	55	53	36° 21'	75° 31'
Saturday 19	51	46	46	35° 58'	75° 20'
Sunday 20	51	46	46	37° 55'	75° 00'



State of the Thermometer in the coolest place on board  
 Brig Conguero in the shade, October & November, in the different  
 Latitudes, Longitudes &c as marked.

1830		8 A.M.	Meridian	4 P.M.	The Island of
Oct <sup>r</sup>	3 Sunday	79°	81°	79°	St. Thomeight
	4 Monday	79	81	80	N. Latitude Longt <sup>d</sup>
	5 Tuesday	80	83½	81	00° 48' 5° 25'
	6 Wednesday	79	82½	80	" " 43 3° 12'
	7 Thursday	79	82½	80	" " 38 2° 48'
	8 Friday	79	81	80	S. " 39 3° 48'
	9 Saturday	79	81	80	" " 49' 2° 50'
	10 Sunday	79	82	79	" " 50' 1° 19'
	11 Monday	80	82	79	" " 57' 0° 21'
	12 Tuesday	79	82	80	" " 45 2° 05'
	13 Wednesday	79½	83½	80	" " 56 3° 40'
	14 Thursday	80	82½	80	1° 07' 5° 01'
	15 Friday	78½	81	79	1° 11' 6° 20'
	16 Saturday	79	82	79	" " 57 8° 11'
	17 Sunday	79	82	79	" " 50 10° 45'
	18 Monday	80½	83	79½	1° 12 13° 20'
	19 Tuesday	81	86	81	1° 34 15° 02'
	20 Wednesday	79½	84	81	1° 33 17° 23'
	21 Thursday	80	82	80	1° 35 19° 40'
	22 Friday	81	83	80½	1° 36 21° 00'
	23 Saturday	81	83½	82½	1° 48 23° 05'
	24 Sunday	80½	83	82	1° 50 25° 07'
	25 Monday	82	83½	82	1° 27 27° 37'
	26 Tuesday	81	82½	82	" 56 29° 44'
	27 Wednesday	82	85	82	" 44 32° 16'
	28 Thursday	82	84	85	" 45 34° 30'
	29 Friday	83	86	86	" 37 36° 20'
	30 Saturday	84	87	85½	7 39° 50'
	31 Sunday	86	86½	87	N. 1° 31 40° 50'
Nov.	1 Monday	85	86½	85	3° 04' 42° 05'
	2 Tuesday	84½	85	86	4° 20' 43° 19'
	3 Wednesday	86	86	83	5° 22' 44° 43'
	4 Thursday	84	86	85½	5° 22' 46° 20'
	5 Friday	85	87	85½	6° 01' 47° 10'
	6 Saturday	85	86	86	7° 23' 48° 37'
					8° 45' 49° 48'



Continuation,

N. Latitude W. Longitude

1830	8 A.M.	Meridian	4 P.M.		
Nov Sunday 7	83°	87°	86°	10° 34'	51° 54'
Monday 8	83	87	82	12° 00'	53° 13'
Tuesday 9	83	86	85	12° 32'	54° 20'
Wednesday 10	84	87	86	13° 56'	55° 01'
Thursday 11	85	87½	86½	14° 05'	55° 50'
Friday 12	84	88	86	14° 20'	56° 10'
Saturday 13	86	90	89	14° 32'	58° 35'
Sunday 14	85	89	88	14° 18'	59° 13'
Monday 15	86	87	85	15° 18'	62° 00'
Tuesday 16	84	86	85	15° 38'	62° 30'
Wednesday 17	85½	87	85	16° 25'	63° 03'
Thursday 18	85	86½	84	17° 22'	64° 12'
Friday 19	83	84½	83	aboard Sail Rock	
Saturday 20	83	84	83	Arrived in dist. at	
Sunday 21	83	83½	82½	In St. Johns	
Monday 22	81	82	81		
Tuesday 23	80	81	80		
Wednesday 24	82	83	81	Sailed for New York	
Thursday 25	82	83	81	19° 39'	66° 20'
Friday 26	82	82½	79	21° 31'	67° 05'
Saturday 27	78½	80	78½	22° 32'	67° 45'
Sunday 28	78	79	77½	24° 14'	68° 37'
Monday 29	77	80	75	26° 00'	69° 28'
Tuesday 30	75	76	74	27° 38'	70° 14'
Wednesday Dec 1 <sup>st</sup>	72½	73	72	28° 28'	69° 03'
Thursday 2	71	72	71	29° 18'	67° 53'
Friday 3	71	73	71	29° 25'	68° 38'
Saturday 4	72	73	74	29° 52'	69° 09'
Sunday 5	73	76	74	31° 07'	70° 28'
Monday 6	66	69	66	32° 59'	71° 06'
Tuesday 7	66	69	68	32° 35'	69° 19'
Wednesday 8	67	69	70	32° 24'	68° 12'
Thursday 9	70	71	68	32° 40'	67° 10'
Friday 10	66	66	69	32° 23'	66° 40'
Saturday 11	70	73	72	32° 02'	66° 17'



See p 41

1713 The written letter owned to

Wm James (of Bristol) or James

Name Clifford (See N. Adams April 1713)

18th  
North part of St Lucia from S.W. to and South part Montserrat N.E. to  
is compass at Meridian.

St Johns, Porto Rico making 36 inches water for hole

Big Monticello, Isles, of the same (see)

Carried away topmasts, sails, Yards &c Monday Morn. Dec 6 at 4.45 AM

Continued on the next leaf back.







